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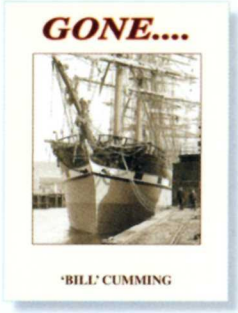

GONE....

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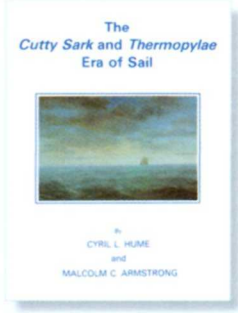
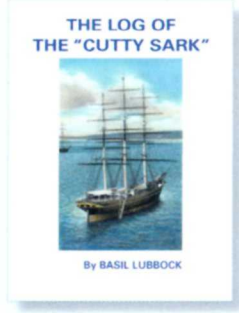


THE CUTTY SARK AND THERMOPYLAE ERA OF SAIL

This is a book to be read for pleasure; true anecdotes take precedence over technical reference material. It will appeal to avid collectors and to newcomers alike.

A useful glossary of nautical terms has also been included.



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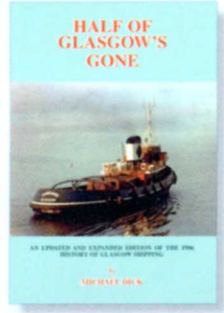

HALF OF GLASGOW'S GONE

This updated second edition describes the heyday, decline and subsequent redevelopment of Glasgow's Docks. The original photographs have been remastered with many new ones added.

This book records an important part of Glasgow's heritage and a similar pattern of change, redevelopment and regeneration can be seen in other British ports whose roots lay in the 19th century.

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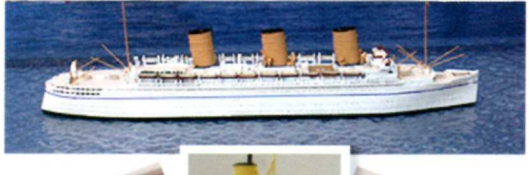

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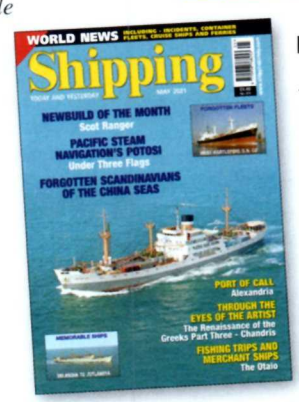


FRONT COVER:

The 3,404grt Arcadian of Ellerman Lines was built in 1960 by H. Robb at Leith. She was renamed City of Famagusta and in 1977 she became Batroun of Associated Levant Lines SAL before being broken up in 1986.

See article on page 22.

Fotoflite

JUNE EDITION WILL BE ON SALE ON 11th MAY

NOTABLE INCIDENTS

On 29th January the 149,525gt/2020-built **MSC Aries** suffered a loss of 41 containers whilst en-route from Long Beach, USA, to Ningbo and Yantian, China. The 15,000 TEU capacity Neopanamax MSC Aries is deployed on the Sequoia service and encountered heavy weather, causing empty containers to go overboard. The ship reached the Port of Ningbo on 4th February for inspection.

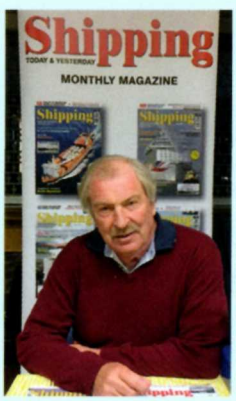
On 21st February the 6,701gt/2004-built and 672 TEU capacity feeder containership **Phuc Kanh** hit a crane on the Long Tau river near Ho Chi Minh City in Vietnam, causing the collapse of the crane onto the vessel and significant damage to crane, ship and containers, four of which went overboard (above). The crane had been working on a new 4.7km suspension bridge linking Ho Chi Minh City with Dong Nai, which had been under construction since 2015 as part of the Ben Luc-Long Thanh expressway project.

On 17th February the 141,716gt/2010-built and 13,100 TEU capacity **Maersk Eindhoven** (above) joined the ever-growing club of containerships to lose containers overboard when the incident unfolded in the Pacific during a voyage to California off the Japanese coast. Reports suggested that 260 containers had toppled into the sea. The ship had been en-route from Xiamen in China to Los Angeles but changed course and headed to Yokohama. Maersk reported that an initial analysis indicated the Maersk Eindhoven had suffered a loss of propulsion due to low engine oil pressure, which triggered a safety feature causing the ship's main engine to shut down. The period November 2020-February 2021 saw the loss of an estimated 2,979 containers in 6 accidents. Each year around 226 million containers are shipped by sea around the globe with an average of 1,382 containers lost per year in 2018/2019. So, the aforementioned period 2020-21 has been particularly bleak for the container trade, with most of the accidents occurring in the North Pacific. Apart from the MSC Aries and the Maersk Eindhoven, the 141,716gt/2020-built Maersk Essen lost 750, the 146,694gt/2019-built ONE Apus lost 1,816, the 91,649gt/2006-built E.R. Tianping lost 76, the 99,995gt/2014-built Ever Liberal lost 36 containers.

On 13th February the 3,147gt/2010-built Offshore Supply Vessel (OSV) **Greatship Rohini**, with a crew of 18, caught fire whilst 92nm off Mumbai (above). The coast guard ships Samarth and Samudra Praheri were sent to the scene as well as an aircraft. The fire was extinguished and 15 of the 18 crew were rescued. Alas the missing 3 crewmembers were found aboard the ship the following day having died in the fire. The stricken Greatship Rohini was then towed away from the scene by the OSV Anjali.

The 71,177gt/2015-built car carrier **Helios Ray** (above) was hit by an explosion overnight 25th/26th February in the Gulf of Oman. The ship diverted to Port Rashid, Dubai, to be assessed in dry dock as the explosion above the waterline had ripped holes in both sides of the hull. An initial assessment found that Iran was responsible for the explosion. The Helios Ray is owned by Tel Aviv-based Ray Shipping.

On 23rd March the 219,079gt/2018 and 20,124 TEU capacity **Ever Given**, operated by Evergreen Marine of Taiwan, was hit by a freak wind in the Suez Canal which caused the giant vessel to turn 90 degrees and run aground, blocking the canal completely (above). At the time of writing the Suez Canal Authority had reopened an old channel to ease the congestion as it is thought that the main canal would be closed for several days. Sand is being removed where the ship ran aground and some cargo may be offloaded.



EDITOR'S LOG

The problem of piracy has reared its ugly head again and, in particular, the Gulf of Guinea is proving to be the most dangerous area for ships and seafarers.

In 2020 there were 195 incidents of piracy in the Gulf of Guinea, up from 162 in 2019 and there have already been 25 attacks in the first 6 weeks of 2021.

The trend is particularly concerning because the Gulf of Guinea is known as the global epicentre of the most damaging form of piracy, the kidnapping of crewmembers for ransom. 95 percent of all maritime kidnapping incidents occurred in the region last year, affecting 130 crewmembers in 22 separate attacks. To get this in perspective, there were only 5 crew kidnapped in the rest of the world last year.

One record-setting kidnapping attack occurred almost 200 nautical miles from land when pirates off Nigeria kidnapped 15 crew from a Turkish containership and killed one of them. The average kidnappings have occurred within about 60 nm offshore.

Most countries in the region bar international navies or armed private security staff from their waters. Foreign navies, such as France, Spain and Italy, already patrol the region's international waters, but there is an urgent need for a co-ordinated international law enforcement operation.

We need to find a military solution to this problem to protect innocent seafarers suffering in this volatile region.

editor@shippingtandy.com

CONTAINER FLEETS

CMA CGM is to deploy six LNG-powered 15,000 TEU capacity ships on its transpacific trade, the largest LNG-powered containerships to call at North American ports to date. The first of these newbuilds will be delivered in October 2021, and all ships will be fully operational by the end of 2022. So far, CMA CGM is the container carrier making the largest investment in LNG-powered tonnage. The company is now actively investigating bio-LNG possibilities as LNG is viewed as not necessarily being the technology of the future. CMA CGM has withdrawn the FAL1 loop from Southampton so the call of the 236,583gt/2020-built CMA CGM Jacques Saade in March was the last of the new LNG powered vessels to call on this service.

On 25th February CMA CGM announced that it planned to dedicate 6 new LNG-powered and 15,000 TEU capacity containerships the Pearl River Express (PRX) service between China and the U.S.A (Los Angeles) The first of these new vessels will be delivered in October 2021, and all ships will be fully operational by the end of 2022. CGM Group has ambitious plans for carbon neutrality by 2050.

Piet Sinke

Containerships, the Intra-European subsidiary of the CMA CGM Group, took delivery of its 5th new LNG-powered containership, the 17,982gt/2021-built Containerships Borealis (above), in February. Built at Guangzhou Wenchong Shipyard in China, the 1,400 TEU capacity short-sea vessel is the first of two sisters to enter commercial operations in Europe in 2021. The ship joins her sister ships Containerships Aurora (17,982gt/built 2019), Containerships Nord (17,982gt/built 2018), Containerships Polar (17,982gt/built 2019) and Containerships Arctic (17,982gt/built 2019). These Handy-size container vessels are 170m long with a beam of 27m. The Port of Liverpool welcomed a new weekly service from Containerships as from 29th January, connecting Dunkirk, France, to the North West of England.

Deltamarin

Deltamarin has unveiled a new LNG-powered Kielmax container vessel design, named C.Delta2100 (above). The design provides a flexible, future-proof platform for a whole series of designs, which can be adapted to various requirements. The ice class 1A C.Delta2100 provides a container capacity of 2,100 TEU in four cargo holds and on deck. The increased cargo hold beam improves stability when fully laden. The 18,500dwt vessel design features an overall length of 179.4m with a beam of 31m.

DP World's London Gateway, Britain's fastest growing container terminal, is now the UK port of call for two new major international shipping services, connecting the economies of Western Europe with the Eastern Mediterranean, North Africa and Russia. The port is now the UK port of call for Sealand-Maersk's North Sea service, which connects Northern Europe with the Eastern Mediterranean. Previously calling at Felixstowe, this major international shipping service has a 42-day rotation encompassing calls at Rotterdam, Bremerhaven, Wilhelmshaven, Hamburg, Antwerp, Limassol, Ashdod, Alexandria, Haifa, Mersin and Port Said East before returning to London Gateway. Unifeeder's new St. Petersburg service also now calls at the port following the introduction of an additional loop connecting the Benelux and Russian markets with Britain.

Evergreen has reportedly ordered five 15,000 TEU capacity ships from Samsung Heavy Industries in South Korea, five similarly sized ships at China's Hudong-Zhonghua shipyard and a further 10 from Japan's Shoei Kisen, to be built by Imabari.

Global Ship Lease has entered into an agreement to purchase and charter back seven 6,000 TEU capacity post-panamax containerships. The vessels will be chartered back to Maersk for 36 months each, with two one-year extension options. The ships are scheduled for delivery during the second and third quarters of 2021, and will be renamed GSL Arcadia, GSL Dorothea, GSL Maria, GSL Melita, GSL MYNY, GSL Tegea and GSL Violetta. The ships were previously known as the 66,289gt/2000-built E. R. Berlin, 65,792gt/2001-built E. R. Canada, 66,289gt/2000-built E. R. Felixstowe, 66,289gt/2000-built E. R. France, 66,058gt/2001-built E. R. Kobe, 66,289gt/2000-built E. R. London and the 66,058gt/2001-built E. R. Los Angeles.

Hapag-Lloyd concluded two green financial deals worth a total of $889 million in February to build 6 ultra-large 23,500 TEU capacity containerships, which were ordered in December 2020. The company said that the two deals include debut transactions according to the Green Loan Principles of the Loan Market Association. The six ultra-large container vessels are being built by Korean shipyard Daewoo Shipbuilding & Marine Engineering (DSME), will be fitted with fuel-efficient high-pressure dual-fuel engines, that will operate on LNG, with delivery due April-December 2023.

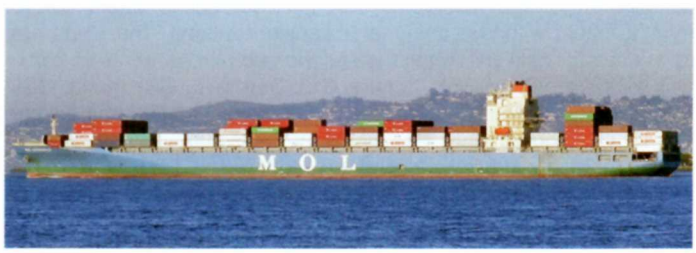
HMM expected the first of eight 153,160gt/2021-built and 16,000 TEU capacity newbuild containerships to enter service in March. These LNG-ready ships were ordered back in 2018 from Hyundai Heavy Industries (HHI). The ships have an improved energy efficiency enabling them to cut their carbon footprints by up to 52% when compared to their predecessors. The company expects to take delivery of all eight newbuilds in the first half of the year, they will be deployed on the Asia-North European route from the second quarter of 2021 and will carry the names HMM Nuri, HMM Gaon, HMM Garam, HMM Mir, HMM Hanbada, HMM Raon, HMM Daon, and HMM Hanul.

Grimaldi Group announced a new order in late February with Hyundai Mipo Dockyard (Ulsan) for six new G5 series Con-Ro multi-purpose vessels. The investment exceeds $500 million and deliveries are scheduled between early 2023 and the end of 2024. Each ship will have capacity for 4,700 lanemetres of rolling freight, 2,500 CEU (Car Equivalent Units) and 2,000 TEU.

Maersk Line plans to operate the world's first carbon neutral containership in 2023 with the delivery of a methanol-fuelled 2,000 TEU capacity feeder vessel that is set to be ordered this year. The company's future owned newbuildings will also have dual fuel technology installed. Maersk's ambition is to have a carbon neutral fleet by 2050, an aim that was initially revealed in 2018. Maersk also sees methanol, alcohol-lignin blends and ammonia as shipping's primary fuel candidates for the future rather than LNG.

Nigel Lawrence

MSC has purchased the 30,047gt/2001-built and 2,764 TEU capacity Westermoor from German owner Hans Peterson which was on charter to Hapag-Lloyd at the time. The company also acquired the 26,435gt/2008-built and 2,546 TEU capacity sister vessels BF Osprey and BF Mahia from German owner Foroohari. These are on charter to ONE and MSC respectively. MSC has also reportedly purchased the 17,189gt/2001/2002-built and 1,683 TEU capacity Bomar Vanquish and Bomar Valour (above). The Bomar Vanquish was already on charter to MSC while the Bomar Valour was operating for Maersk. Further purchases are reported as the 16,801gt/1998-built and 1,730 TEU capacity Miro, the 16,802gt/2002-built Spero plus the 12,029gt/1996-built and 1,122 TEU capacity Boundary.



Ocean Network Express (ONE) has become the latest company to trial GoodFuels's biofuel. The two-month trial was carried out on the 54,098gt/2007-built and 4,803 TEU capacity MOL Experience (above). Bunkering was carried out at the port of Rotterdam in November 2020. During this first trial, the sustainable biofuel was blended with conventional fossil fuels enabling the MOL Experience to make her Atlantic crossings between Europe and the U.S. The advanced biofuel used in the trial was made from waste oils such as used cooking oil. ONE aims to reduce carbon dioxide emissions (in terms of gram/TEU/km) by 25% from its 2018 figures by 2030, and by 50% by 2050. Samskip, Boskalis, UECC, Eastern Pacific, Minship, Stena Bulk, Jumbo and Norden are among the other companies to have trialled GoodFuels' biofuel over the last three years.

Pacific International Lines filed an application to the Singapore High Court in February to seek approval for the company's proposed restructuring plan. Under the plan, the Singapore based company was seeking financing from Heliconia Capital Management Pte and a re-profiling of the company's debts. PIL has already completed the first stage of its comprehensive financing package having secured a $112 million emergency credit facility. The second stage includes the $600 million financing from the investor that is intended to repay critical debts and restructure the company's capital to sustainable levels. The court hearing was due to take place on 3rd March. Prior to the hearing, Pacific International Lines sold three more vessels in the form of the 20,886gt/2013-built and 1,391 TEU capacity Kota Budi and 20,886gt/2012-built and 1,391 TEU capacity Kota Bintang (to Pacific Carriers, renamed PAC Canopus and PAC Capella) and the 18,189gt/2012-built and 1,497 TEU Kota Bayu. The latter was sold to Briese Schiffahrt of Germany, which owns BBC Chartering. The ship has been renamed BBC Norway.

Pan Continental Shipping has ordered a 1,800 TEU capacity ship from the Hyundai Mipo Dockyard, which is scheduled for delivery in March 2022. The vessel will be 172m long with a 27.4m beam and a hull depth of 9.75m. In August 2020, the company took delivery of the 9,946gt/2020-built and 1,011 TEU capacity PanCon Harmony and sold the 2004-built and 840 TEU capacity Eastern Express the year before.

Seaspan Corporation has announced that it has entered into an agreement with a major shipyard for the construction of two 24,000 TEU capacity containerships. The two conventional fuel vessels will be fitted with scrubbers, and are committed to 18-year charters with a major carrier upon delivery in the first half of 2023. At the time of writing, Seaspan's trading fleet consisted of 128 vessels with a total capacity of approximately 1.07 million TEU. The company also has five 12,200 TEU capacity ships on order. Seaspan Corporation also accepted delivery of its 7th SAVER design, 10,000 TEU capacity containership in February, namely the MOL Beacon.

Wan Hai Lines has purchased its 8th ship since earmarking $360 million to buy second-hand vessels. The 68,570gt/2006-built and 5,342 TEU capacity Granville Bridge was acquired in early February. The ship has come off a long-term charter to Ocean Network Express. On 9th February the company purchased the 41,358gt/2009-built and 4,255 TEU capacity Harrier Hunter from CMB NV in Belgium and the 66,332gt/2004-built and 6,030 TEU capacity My Ny from MYNY Maltese Co. Ltd. The 11th ship to be purchased was the 42,609gt/2010-built and 4,178 TEU capacity Toucan Hunter, which was on charter to COSCO at the time.

Wuhan Port and Shipping Development Group's 16,218gt/2020-built and 1,124 TEU capacity Han Hai 5 Hao (above), China's largest and most efficient river ship, completed her maiden voyage upon arrival at Shanghai's Yangshan port on 3rd March. The newbuild was built by WUT Guangda Shipbuilding and delivered in January 2021 to operate on the Yangtze River. From being the original epicentre of Covid-19 in 2020, Wuhan's economy has made a remarkable recovery. In 2020, Yangluo port handled over 1.93 million TEU, up 14.4% from 2019.

X-Press Feeders has purchased the 34,529gt/2022-built and 3,158 TEU capacity newbuilding, under construction at Yangtze Jiangyin, from Turkish tonnage provider Arkas Denizcilik. The ship has been renamed MH Green, which was originally commissioned at Zhejiang Ouhua Shipbuilding in 2015. When this shipyard went bankrupt in 2018, its outstanding vessel orders were taken over by Zhoushan Changhong Shipbuilding, which is also constructing four 2,700 TEU capacity vessels for X-Press Feeders. The latter quartet of ships will be delivered within 2021.

Yang Ming Marine Transport Corporation took delivery of an additional 11,000 TEU capacity newbuilding vessel under charter, the 115,761gt/2021-built YM Target (above), on 5th February for the Transpacific trades.

ZIM has announced a strategic chartering agreement with Seaspan for the long-term charter of ten 15,000 TEU-capacity containership fuelled by LNG. The newbuilds will be deployed on ZIM's Asia-U.S. East Coast trade. Seaspan has commissioned South Korea's Samsung Heavy Industries to construct the ships.

BULK and TANKER NEWS

Eagle Bulk announced on 11th February that it had purchased three 2011-built Crown-58 Supramax bulk carriers. The ships, which will be renamed the Montauk Eagle, Newport Eagle and Sankaty Eagle, were all constructed at Yangzhou Dayang Shipbuilding Co., Ltd. and are sister ships to the 17 Crown-58 Supramax bulkers already in the Eagle Bulk fleet. The trio of vessels are all expected to be delivered March-May 2021. This transaction followed closely behind the purchase of a 2017-built SDARI-64 scrubber-fitted Ultramax vessel from Eneti. The ship is being renamed Rotterdam Eagle.

HMM has chartered a trio of VLCCs that are to be built by Hyundai Samho Heavy Industries with the deal being done with an unnamed shipowner based in Asia. The deliveries are expected in 2022 with the 300,000gt ships being due to serve a 10-year voyage contract with South Korean oil refiner GS Caltex.

Neoline's sailing cargo shipping operation has signed a letter of commitment with French tyre manufacturer Michelin for maritime transport, a compatriot shipowner offering carbon-free shipping services. The wind-powered ships will be 136m long Ro-Ro cargo ships with 4,200m^2 of sails. The transport commitment signed by Michelin concerns the transport by sailing cargo ships of tyres in containers from Halifax (Canada) to Saint-Nazaire-Montoir de Bretagne (France). Saint Pierre and Miquelon plus Baltimore (USA) would also be served.

Nippon Yusen Kaisha (NYK Line) has finalised a shipbuilding contract with China Merchants Jinling Shipyard (Nanjing) for four LNG-powered PCTCs for delivery 2022-2023. They will be assigned to Europe-Middle East services. The ships will feature WinGD's X-DF2.0 iCER engines, the first time that these units will be used in a ship. The vessels will be equipped with battery hybrid technology, which will improve fuel efficiency.

Offshore Heavy Transport's 65,692gt/2021-built new vessel Alfa Lift was floated-out from her dry dock at China Merchants Heavy Industry (CMHI) shipyard in Jiangsu, China. On 28th February. The Alfa Lift is on schedule for delivery at the end of this year or early 2022.

SAL, the German-based breakbulk and project cargo specialist, and Jumbo, the Dutch maritime heavy lift transport and installation contractor, have announced plans to form a joint venture. The Jumbo-SAL-Alliance would be focused on gaining logistical efficiencies, such as joint fleet operations, and benefits for its customers, such as increased flexibility. The new alliance is is subject to clearance by the German competition authority and Dutch in-company legal requirements.

Thun Tankers launched Nb. 451, Thun Equality, at the Leer yard of Ferus Smit in The Netherlands on 1st March. The ship is the third in a series of new oil/chemical tankers that was developed for Erik Thun AB. The ship was named remotely prior to launch by Margareta Alestig, Chairman of the Board, Thun Tankers AB. The new 7,999dwt tanker is fuelled by LNG, with a pressurized tank installed on the tank deck and has a 9,540m^3 cubic volume of capacity in 9 coated cargo tanks, suited for MARPOL and IMO type II chemical cargoes. The ship is 115m long with a 15.87m beam, a 6.95m draught and an Ice class of 1A FS. Propulsion is via a 2,999kW Wartsila 6L34DF main engine.

TORM Tankers announced as March arrived its plans to acquire 8 medium-range product tankers from TEAM Tankers. The ships were all built at Croatia's Brodotrogir shipyard between 2007 and 2012. Six of the vessels are equipped with specialised cargo tank configurations and extended tank segregations (IMO 2) allowing for flexible trading options. Delivery to TORM will take place during mid-2021 and will increase TORM's total fleet to 83 vessels. The MR product tankers in question are the 26,751gt/2007-built and IMO 2 TEAM Adventurer, 26,809gt/2008-built and IMO 2 TEAM Voyager, 26,751/2008-built and IMO 2 TEAM Discoverer, 26,794gt/2009-built and IMO 2 TEAM Leader, 27,061gt/2010-built and IMO 2 TEAM Cavatina, 27,095gt/2011-built and IMO 2 TEAM Corrido plus the 27,200gt/2012-built TEAM Amorina and TEAM Allegro.

United Heavy Lift's 16,732gt/2021-built UHL Faith (above), an F900 Eco-Lifter, had her naming ceremony in Hamburg postponed from 3rd March to 6th March due to bad weather on her maiden voyage. UHL had taken delivery of the newbuilding at the CSSC shipyard in Hudong, China in February 2021. The UHL Faith is the first in a series of 8 newbuildings that will strengthen the UHL fleet. The F900 vessels' dimensions perfectly complement UHL's innovative and tailor-made heavy lift transport solutions.

Wagenborg

Wagenborg's second EasyMax ship, the 8,849gt/2021-built Maxima (above), has been delivered to Wagenborg with her maiden voyage being to Antwerp from her homeport of Delfzijl. It is hoped to christen the ship at Delfzijl during the postponed DelfSail event. As a royal company, Wagenborg is particularly honoured that Her Majesty of The Netherlands has been pleased to associate her name with this sustainable new-build vessel. With a cargo capacity of more than 14,000 tonnes and a hold capacity of 625.000ft3, Wagenborg was able to build a relatively large vessel without a major increase in overall dimensions. With an installed power of less than 3.000kW, the ship has extremely low fuel consumption and, due to her design, she has an excellent sea keeping performance.

Wallenius Wilhelmsen is planning to build a wind-powered Pure Car and Truck Carrier that is expected to achieve up to 90% reduced emissions compared to today's cleanest vessels. The 220m long, 40m beam, 10-12 knot and 7,000 vehicle capacity ship will be named Orcelle Wind and delivered in 2025. This announcement builds on the Oceanbird concept developed by Wallenius Marine.

Windship Technology from the UK unveiled a new conceptual design in February for a commercial ship that uses a combination of wind-assist, solar and carbon capture to achieve 'true zero' emissions. Windship Technology calls its design 'The Tesla of the Seas', featuring four 48m-tall triple-wing rigs that can be stowed on deck to help with navigation in height-restricted waterways. The vessel's diesel-electric drive system will also incorporate large solar arrays, carbon capture, an optimised hull, and specialised weather routing software. The proposed design has been tested at the renowned Wolfson Unit at the University of Southampton.

MARS LANDING

On 4th February Viking's 8th cruise ship newbuild, the 47,842gt Viking Mars, had her keel laying ceremony at Fincantieri's Ancona shipyard (above). Like her sisters, the ship will offer 465 cabins and accommodation for 930 passengers. The vessel is scheduled for delivery in 2022. Fincantieri started its partnership with Viking in 2012. Today, the co-operation which first began with an order for two ships, has reached a total of 20 newbuilds, including the order awarded to Vard for two expedition cruise ships and the options. Fincantieri said that this was an all-time record, the largest number of ships built by one shipyard group for one sole shipowner. The first of the series, the 47,842gt/2015-built Viking Star, was built at the shipyard in Marghera. The others, Viking Sea (47,842gt/built 2016), Viking Sky (47,842gt/built 2017), Viking Sun (47,842gt/built 2017), Viking Orion (47,861gt/built 2018), and Viking Jupiter (47,861gt/built 2019) were handed over 2016-2019 from the Ancona yard with the 47,842gt Viking Venus in build now for a 2021 delivery. There are a further 9 newbuilds in the pipeline, including options, to keep the Italian yards occupied 2022-2027, assuming all go ahead. After the Viking Venus, the planned ships are the Viking Neptune and Viking Tellus. The Viking Sea operated a test cruise in Croatia 27th March-3rd April as the country opened to cruise ships from 1st March on a restricted basis.

SWAN HELLENIC COMEBACK GATHERS PACE

On 11th February SH Vega was announced as the name of the second of three purpose-designed ice-class expedition cruise ships being built for Swan Hellenic during the vessel's keel laying ceremony at Helsinki Shipyard. The keel was laid in accordance with seafaring tradition and current COVID-19 restrictions, immediately receiving the outfitted and painted block 302 which had arrived at the shipyard the previous weekend aboard the 3,259gt/2008-built carrier vessel Aura with other sections. The 10,700gt SH Vega will feature a 5-megawatt diesel-electric hybrid propulsion system with selective catalytic reduction, 3-megawatt max. battery package and PC5 ice-strengthened hull. At 113m long, the 10,500gt vessel has been specially designed to explore the most inaccessible and inspiring places in the world. Each of the initial pair of ships will provide 5-star accommodation for 152 guests in 76 staterooms and suites, the vast majority with large balconies, with a crew of 120. The first ship in the series, the SH Minerva, will be delivered in November 2021, while the SH Vega will follow in 2022. The third vessel, which will be somewhat larger than her sisters, is scheduled for delivery towards the end of 2022.

HYBRID CONVERSION

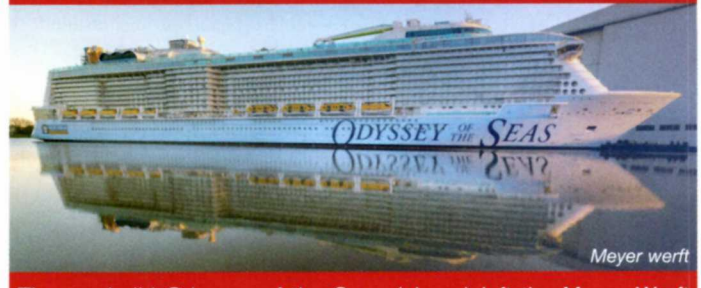
On 16th February 2021 Green Yard Kleven in Ulsteinvik announced that it had won an extensive-technical upgrade contract to convert the 15,690gt/2002-built and 634-passenger capacity Hurtigruten ship Finnmarken into a hybrid-powered expedition ship. Under the contract, the second one since Kleven emerged from bankruptcy, the Norwegian shipbuilder has been commissioned to install the hybrid propulsion package, which consists of a battery pack in combination with diesel engines, as well as combined shaft generators and drive motors. The Finnmarken was scheduled to arrive at the yard in mid-February and be completed in spring 2021 when she will re-emerge with a new name, Otto Sverdrup (after a Norwegian Arctic explorer), and will sail for Hurtigruten Expeditions. Public rooms and cabins aboard the Finnmarken were renovated and upgraded in 2020.

CRUISING ODYSSEY

Silversea

On 22nd February Royal Caribbean Group announced that it had recorded a net loss of $5.8 billion compared to a net income of $1.9 billion in 2019. The losses were almost entirely the result of the crippling effects of the pandemic. Chairman and CEO, Richard Fain, described the COVID-19 pandemic as "having a painful and profound impact on our world and our business. Unquestionably, this crisis is the most difficult in the company's history". In 2021 the company welcomes the 168,666gt Odyssey of the Seas and 41,000gt Silver Dawn (above) with the 228,199gt Wonder of the Seas and 140,600gt Celebrity Beyond following next year. Since the suspension of operations in March 2020, Royal Caribbean has divested three ships from its fleet, namely the 1,610gt/1998-built Celebrity Xperience (to Emerald Blue Cruises, renamed Xperience), 74,077gt/1992-built Majesty of the Seas (buyer not yet confirmed, renamed Majesty), and the 48,563gt/1990-built Empress of the Seas (to Cordelia Cruises/initially renamed Empress).

The company also sold the Pullmantur ships Sovereign, Monarch and Horizon plus the Azamara brand. The operation of the 2–4 night ocean getaways offered by the 168,666/2014-built Quantum of the Seas from Singapore was extended in February to 21st June 2021. The ship had resumed sailings in December 2020 for short cruises to nowhere for Singapore residents only and these have proved very popular. Royal Caribbean International adheres to the CruiseSafe Certification standards jointly developed by the Singapore Tourism Board and DNV GL.



Meyer werft

The newbuild Odyssey of the Seas (above) left the Meyer Werft Shipyard in Papenburg on 27th February for her Ems River Conveyance to Eemshaven, The Netherlands. The ship was then made ready for sea, undertook her sea trials and was expected to be handed over in Bremerhaven in April.

On 1st March the Odyssey of the Seas was announced as making her inaugural passenger sailings from Haifa, Israel in summer 2021. The ship will offer Israelis a combination of 3-7-night escapes visiting the Greek Isles and Cyprus. The new itineraries went on sale on 9th March with a start date estimated as May 2021.

The Prime Minister of Israel, Benjamin Netanyahu, said the deployment of the ship to Israel became possible thanks to an effective nationwide vaccination programme. In conjunction with Israel's health and tourism authorities, Royal Caribbean will be the first to offer fully vaccinated sailings, where both crew and guests above the age of 16 will be vaccinated against COVID-19. The Odyssey of the Seas was previously expected at Southampton for a short inaugural season in April, but the pandemic dictated otherwise.

LOCKDOWN ROAD MAP PROMPTS PAUSE EXTENSIONS

The UK Prime Minister's speech on 23rd February confirmed that the gentle easing of Lockdown in England would commence from 8th March. Foreign travel would be permitted again no earlier than 17th May with all restrictions lifted no sooner than 21st June providing that positive progress was maintained with reducing the number of people being infected and that the vaccine process continued smoothly. Fred. Olsen Cruise Lines had pre-empted this by cancelling all sailings until the end of June 2021 after a previous resumption date of 22nd May was dropped. This move affected 14 sailings.

Saga announced after 23rd February that it was extending the current suspension of travel operations following publication of the Government's new guidelines. Saga's holiday and cruise operations will now begin on 17th May and 27th June respectively. Whilst not affected by the UK's timetable, AIDA Cruises was hoping to resume on 20th March but the majority of companies seemed to take the cautious approach and look to re-starting June-July onwards, subject to restrictions.

Norwegian Cruise Line, Oceania Cruises and Regent Seven Seas Cruises extended their pause again to 1st June with the requirements of the Framework for Conditional Sailing Order issued by the U.S. Centres for Disease Control and Prevention having a considerable impact on these brands and many others including Carnival Cruise Line, HAL, Disney Cruises and MSC.

The Cruise Lines International Association (CLIA) Australasia had previously expressed its disappointment that the Australian Government had extended its ban on cruise ships in Australian waters by three months to 17th June.

On a lighter note, the 92,250gt/2002-built Norwegian Dawn will be based at Southampton for the 2023 season and will use the new cruise terminal in Southampton's western docks.

SECOND EXCEL CLASS NEWBUILD

At 10am on 18th February 2021 P&O Cruises announced that the second LNG-fuelled Excel Class ship, and a sister to the Iona (still waiting in the wings to make a debut at Southampton), would be named the Arvia, meaning 'from the seashore'. The ship (artist's impression above) will be delivered in December 2022. It is almost unthinkable that the Arvia has been announced when the 184,089gt/2020-built Iona still hasn't carried a passenger thanks to the pandemic. Her delayed delivery to P&O Cruises took place on 12th October but she has spent much of the time since at Haugesund or Rotterdam due to the availability of LNG bunkers. The name of the second ship certainly didn't sit well with the purists and it is constantly being misspelt as 'Ariva', or the name of an insurance company (Aviva) or the name of a transport operator (Arriva). The most popular result on Google for Ariva is a model of caravan! Hopefully everyone will be used to the spelling by the time she arrives at Southampton! Perhaps the flute and piano ensemble Arvia Duo should feature in the inaugurals? The steel-cutting ceremony was held on 22nd February for the Arvia at the Meyer Werft shipyard in Papenburg, Germany, as Yard No. S716. Like her sister ship, the Arvia will be equipped with the 970sqm SkyDome glass dome. The 344.50m long/42m beam Excel Class ships have the capacity to accommodate 5,200 passengers and will be UK's largest cruise vessels and among the largest in the world. The Arvia will also be the 4th newbuild to join P&O Cruises from the Meyer Werft Shipyard.

STAYCATION CRUISES

At 10am on 3rd March P&O Cruises announced that it will offer a series of short break and week-long UK cruises as 'the ultimate escape' staycation this summer. The cruises went on sale later that month. It seemed likely that the 143,730gt/2015-built Britannia and brand-new Iona would be the first ships to offer these cruises. As one Captain remarked, "the light at the end of the tunnel has been switched back on". It remains to be seen if Cunard Line follows suit with some home-grown cruises to allow the three Queens to stretch their legs. The P&O announcement probably had no connection with the 76,152gt/2000-built Aurora's visit to Portsmouth on 4th February but never say never! The same day as P&O's announcment, sister-brand Princess Cruises revealed that it was extending the pause of its UK-based cruise cruises, sailing roundtrip from Southampton, through to 25th September 2021. The ships deployed should have been the 145,281gt/2019-built Sky Princess, 142,714gt/2014-built Regal Princess and the 92,822gt/2003-built Island Princess. However, for UK guests, Princess Cruises will launch a series of new short cruises departing in late summer on the Regal Princess and Sky Princess from Southampton. The new itineraries offered by the Regal Princess are a 12-night Canary Islands cruise (Vigo, Madeira, Tenerife, Gran Canaria, Lanzarote, Lisbon), a 7-night Spain and France cruise (La Rochelle, Bilbao, La Coruna, Guernsey) and a 5-night Belgium and Netherlands Sampler cruise (Zeebrugge, Rotterdam, Guernsey). Following the announced itineraries that feature Guernsey, the Balliwick of Guernsey reacted quickly to slam the door shut on any proposed cruise calls for the remainder of 2021. A perfectly understandable reaction with the authorities having taken health advice beforehand. The decision was also influenced by 'the extensive operational and logistical requirements and plans necessary to ensure a safe experience for passengers, crew and residents'. Plans are underway for the 2022 cruise season with the 2019 season having welcomed 79 ships and 115,000 passengers.

INCIDENT RESULTS IN CUSTODIAL TERMS

The criminal case brought after a 2019 accident in which the MSC Opera collided with a moored river cruise vessel in Venice concluded in February with an agreement that has produced custodial sentences for the Captain and crew blamed for the accident. Back on 2nd June 2019, as the 65,591gt/2004-built MSC Opera was approaching the cruise terminal having made her scenic passage along the Grand Canal, she failed to slow as she approached the cruise terminal, strayed off course and struck Uniworld's river cruise ship River Countess and then the quayside. The Uniworld vessel sustained substantial damage. Despite reported attempts to deflect blame towards other parties by the cruise operator, experts had highlighted the source of the failure as being down to the chief engineer and chief electrician who did not address a warning signal of a possible failure on the main electrical switchboard for the cruise ship that related to the power supply to the engine and steering controls on the bridge. The experts said that the warning had first gone off while the vessel was still in the lagoon. When they failed to address it, the bridge controls went onto emergency backups for their power supply. MSC said the alarm failed to show up on the monitoring system blaming it on a design flaw in the surveillance system. The experts also reported that the cruise ship was travelling above the designated speeds during portions of her transit in the canal. Two tugs were assisting the ship as she neared the cruise quay for nearly an hour after the system failure. The emergency power system, which was designed to last for a maximum of 30 minutes, failed as the ship neared the terminal, leaving the bridge crew unable to manoeuvre and regulate the ship's speed. The two tugs reportedly did everything they could to slow the cruise ship and attempt to prevent a more serious impact. Italian media reports stated that Captain Carmine Siviero of the MSC Opera will serve 5 months in prison while the chief engineer and the chief electrician will each spend 2 months in prison. Two other crew members will spend 10 days in custody while other crew members also cited in the case, including the officer on watch, the co-navigator, and the security officer, were exonerated. Uniworld, owners of the River Countess, filed a claim for almost $14 million for the damages its vessel suffered as well as the lost revenues while the vessel was out of service for repairs.

THE CULL CONTINUES

After purchase by Seajets of Greece, the former Cruise & Maritime Voyages flagship Columbus (above) was laid up in Eleusus Bay in Greece, allegedly pending re-employment as a cruise ship. However, the ship was sold on at a profit for scrap. She departed Elefsis Anchorage on 22nd February bound for Duqm, Oman, where she arrived on 7th March. This would be her final stop before heading for the beaches of Alang where the Marco Polo and Magellan already are, in the early stages of demolition. The Columbus began life as Sitmar Cruises' Fair Majesty and became Star Princess for Princess Cruises before she first entered service. From 1997 to 2003, she served in the P&O Cruises fleet as the Arcadia, became the Ocean Village in 2003 and went to P&O Cruises Australia as the Pacific Pearl in 2010. The final chapter began in 2017 when the ship joined CMV.

Also on the move to her doom in early March was the Satoshi, departing Colon, Panama for Malta on 28th February. She was expected at Marsaxlokk on 23rd March before then continuing to Aliaga for demolition. The 70,285gt/1991-built ship began life as the Regal Princess and joined P&O Cruises Australia in 2007 as the Pacific Dawn. The ship was to be withdrawn in 2020 after being sold to CMV to become the Amy Johnson. However, the pandemic saw these plans evaporate when CMV ceased trading and the ship was sold to Ocean Builders Central and renamed Satoshi. They intended her to become a floating residence in the Gulf of Panama with a connection to the Bitcoin market. However, the company apparently overlooked the vital requirement of insurance for the proposed floating residence so the project failed and the ship was hastily sold for demolition.

The Astoria was up for auction via sealed bids in Lisbon on 1st March with a reserve of $10 million. Unsurprisingly, there were no bids so the ship remains under arrest at Rotterdam with an uncertain future. Her 73rd birthday passed a few days prior to the auction.

NEWS IN BRIEF

Tug Tender Calshot (above), a little ship with a great connection to the cruise ships and liners at Southampton, changed ownership 26th February 2021. At the time of writing, no details had been released as to her future. The 684gt/1929-built Calshot was a product of John I. Thornycroft & Co., and was completed in 1930 for Red Funnel. The vessel was sold to a subsidiary of Holland America Line in 1964 for use as the tender for the liners Maasdam and Ryndam. She was relocated to Galway Bay, Ireland, and was renamed Galway Bay. In 1986, the Calshot was brought back to Southampton for use as a museum ship. Sadly, little progress had been made since to secure the ship's future as she did not have a permanent berth. The Calshot is one of only three surviving classic tender ships which served the great ocean liners, the others being the SS Nomadic and the Daniel Adamson. In January 2017 the vessel was declared unseaworthy by the Maritime and Coastguard Agency. Demolition became an option in 2019 when the vessel was required to vacate her berth, but she still clings on at the same location, regularly tended to internally by the Calshot Trust volunteers. We must now await the future plans with interest. Local reports then suggested that the Calshot will be moved to a dry dock on a high tide in April and her future will be planned from there.

Costa Crociere announced on 17th February that it would resume cruise operations with the 185,010gt/2019-built Costa Smeralda on 27th March, with the 92,720gt/2009-built Costa Luminosa resuming operations from 2nd May. The restart will be with an unchanged itinerary with 3 and 4-day mini-cruises or alternatively a 7-day cruise, calling at Savona, La Spezia, Civitavecchia, Naples, Messina and Cagliari. From 1st May the Costa Smeralda will return to sailing one-week cruises in the western Mediterranean, calling at Savona, Civitavecchia, Palermo, Marseille, Barcelona and Palma de Mallorca. The Costa Luminosa returned to work from Trieste on 2nd March, calling at Bari before a series of 1-week cruises in Greece and Croatia. Costa is working with national and local authorities of the countries included in the itineraries of its ships outside Italy to define the details of the restart of cruise operations, with enhanced health and safety measures through the implementation of the Costa Safety Protocol. The protocol contains operational measures related to all aspects of the cruise experience, both on board and ashore, which were implemented in the past months of cruise operations. Such measures include limited capacity, swab tests for all guests and crew, temperature checks when disembarking and re-embarking the ship, protected shore excursions, physical distancing onboard and at the cruise terminals, new ways of using onboard services, enhanced sanitation, and medical services, and use of protective face masks when necessary.

Dream Cruises has extended its Super Seacation cruises aboard the 150,695gt/2017-built World Dream until 27th June 2021 having been operating 2 and 3-night cruises around Singapore for Singapore residents only since 6th November 2020. The February-May cruises also included Korean and Thai themed cultural experiences during the non-landing voyages.

Foresee Cruises is another new start-up cruise line in China and acquired the 77,499gt/1998-built Sea Princess in autumn 2020. The ship was shown in dry-dock on 2nd February at the China Merchants Industry Holding Co. shipyard, Mazhou Island, sporting the new name of Charming and a new bow art design. Carnival Corporation sold the Sea Princess to parent company Sanya International Cruise Development Co. and the ship is expected to begin cruising in May 2021.

MSC Cruises announced on 4th February that it was working closely with the Greek Ministry of Tourism and other relevant authorities for the reopening of local tourist services in time to serve cruise passengers visiting Greece starting with the upcoming Easter holiday period. The company also announced that it was cancelling all of MSC Magnifica's scheduled cruises through to 29th April, having been originally scheduled to return to sea starting on 14th February with a Greece-bound itinerary. The 95,128gt/2010-built MSC Magnifica will thus be replaced for voyages to the Eastern Mediterranean, including Greece, during the Easter period and throughout the summer season. The 181,541gt/2019-built MSC Grandiosa continued to operate weekly cruises leaving every Sunday from Genoa, Italy and calling Civitavecchia, Naples, Palermo/Cagliari in Italy as well as Valetta in Malta. Embarkation was available from each port in Italy. The 153,516gt/2017-built MSC Seaside was announced on 1st March as being deployed for the first time in Europe since her launch in 2017, joining the Company's flagship MSC Grandiosa in the Mediterranean from 1st May. She will effectively take over the MSC Magnifica's role until the cruise programme expands.

Nicko Cruises 55,877gt/1993-built Vasco Da Gama will spend her inaugural cruise season of May-September with the German brand sailing from Hamburg, Bremerhaven and Kiel. One notable itinerary in September will see the ship sail from Bremerhaven to England, Scotland, Ireland and Northern Ireland on a 15 day trip. Previously sailing for Cruise & Maritime Voyages and its Transocean brand, Nicko Cruises' parent company, Mystic Cruises, acquired the Vasco Da Gama at auction in October 2020.

P&O Cruises Australia's new fleet member, the 108,977gt/2002-built Pacific Encounter (ex-Star Princess) emerged in full P&O Cruises Australia livery and huge funnel logo when she departed from the shipyard in Singapore after a wet dock (above). During the refit, the Pacific Encounter's public spaces, including the multi-storey atrium, have been created in keeping with the stylish modern Australian décor and quirky features, which have become a trademark of the P&O fleet in recent years. Popular dining outlets including the Waterfront Restaurant and Dragon Lady have been added with the Italian restaurant Angelo's sporting iconic artworks and beautiful drapery. The ship will also offer new dining outlets from Australian chef and restaurateur, Luke Mangan, and traditional Neapolitan pizzeria from 400 Gradi by award-winning Melbourne chef Johnny Di Francesco.

Royal Caribbean International's former 74,077gt/1992-built Majesty of the Seas arrived in Piraeus on 1st February as the Majesty following her sale to an undisclosed owner in December 2020. Records show that the ship is officially owned by Saturn Oceanway Inc. with Campbell Cruise & Yacht Management Ltd. listed as the vessel manager. Former fleet mate Empress of the Seas (48,563gt/built 1990) was sold by Royal Caribbean International to Cordelia Cruises, a new Indian cruise start up, and data lists Campbell Cruise & Yacht Management Ltd. as the ship's manager. Both ships were linked to the same Indian operation but this was never 100% confirmed.

Saga is continuing to strengthen its river cruise range, adding the Spirit of the Danube to its fleet from 2022. With a design inspired by the culture and nature found along the Danube, guests will have access to a range of first-class facilities onboard the ship including a lounge, library, bar and two restaurants. The keel laying ceremony took on 11th February in Vahali's shipyard in Serbia, which marks the official start of the construction of the ship. As per tradition, a lucky penny will be laid and will become embedded into the first piece of hull marking the start of construction. The ship will have capacity for 190 guests on board when she departs on her inaugural cruise from Amsterdam. Once in service, the Spirit of the Danube will join Saga's first river cruise ship, the Spirit of the Rhine, which is due to make her inaugural cruise in May 2021.

Sea Cloud Cruises announced on 18th February that it had decided to push back its re-start date. The company confirmed that the 2,532gt/1931-built Sea Cloud would be the first ship in the fleet to begin voyages from Piraeus to the Greek islands on 7th May 2021. The 3,849gt/2000-built Sea Cloud II will start on 2nd June 2021 with voyages from Nice alternating along the Côte d'Azur and around Corsica. The new 4,428gt/2021-built and 138m long Sea Cloud Spirit will focus her voyages from Rome to Sicily and Tuscany, and her maiden voyage will start from Civitavecchia on 2nd June 2021. All voyages until mid of August 2021 comply with current Covid-19 related restrictions and the company´s hygiene and prevention protocols have been certified by DNV GL.

Selectum Blu Cruises, owners of the 37,049gt/1981-built Blue Sapphire (formerly the Saga Sapphire) are hoping to start operations in May 2021. The Turkish Tour Operator (established 1996) is looking at a passenger market from Russia, Kazakhstan, Ukraine and the rest of Eastern Europe. The company is already the biggest tour operator in Russia, Ukraine and Eastern Europe. The departure port from May is planned to be Antalya for Eastern Mediterranean itineraries and then Marmaris from September 2021 for Turkey and the Greek Isles. Ultimately, the cruise line plans to expand to three ships.

The Silenseas Project at Chantiers de l'Atlantique Shipyard announced on 14th February plans to install a first-of-its-kind model of the Solid Sail/AeolDrive sailing propulsion system, adapted to large ships, on site at the shipyard. It will be one of the highest composite masts in the world, towering 95m above ground. This will be installed in 2022 and the centrepiece of the system, the rigging named AeolDrive (a mast tiltable through 70°) will support the Solid Sail, a 1,200m² sail made entirely of composite materials, both high performance and foldable. This installation will be the first step of the technical validation necessary prior to the Solid Sail/AeolDrive solution being made available to large ships, including future passenger ship designs.

SunStone's latest pair of next-generation expedition ships completed their sea trials in February. The Infinity-class vessels being built for SunStone Ships by China Merchants Heavy Industry (CMHI), namely the 8,181gt/2021-built Ocean Victory and Ocean Explorer (the third and the fourth Infinity-class ships) began their intense trials on 22nd January in the South China Sea. Over 150 people, from the shipyard, Bureau Veritas, managers crew (CMI), and SunStone Marine Advisors, were onboard each vessel during the trials. The Infinity-class ships are 104m long with an 18m beam and a 5.1m draught. Each vessel has a passenger capacity of 130-200, a crew capacity of 85-115 and are Ice Class 1A/Polar Code 6. The ships also feature safe return to port and dynamic positioning systems, zero speed stabilisers and their profiles are dominated by Ulstein's X-Bow technology. The Ocean Victory and Ocean Explorer were launched in March and August 2020, respectively. The first and second examples of the Infinity Class are the 8,035gt Greg Mortimer (delivered 2019) and 7,900gt/2021-built Sylvia Earle. Further newbuilds in the series are the 7,892gt Ocean Odyssey and Ocean Albatros in 2022, and Ocean Discoverer in 2023. All vessels ordered have long-term charter agreements in place.

TUI Cruises' 98,811gt/2017-built Mein Schiff 6 (above) has received a new crankshaft for one of her four Wartsila engines whilst at Blohm+Voss in Hamburg. The new crankshaft is 7m long and weighs 12 tpnnes and replaced a defective unit. Lifted by cranes, the new crankshaft was brought step by step into the engine room through a hatch in the ship's side.

VIVA Cruises revealed on 16th February that it will operate a 2021 season with three refreshed river cruise vessels. The Treasures and the Inspire (leased from parent company, Scylla AC) have been renamed VIVA Treasures and VIVA Inspire for the popular year-round itineraries on the Main, Rhine and Moselle rivers. The Robert Burns, which also sailed with VIVA Cruises in 2020, is renamed to VIVA Moments. The ship, built in 2018, features 88 outside cabins (most of them with French balconies) and 4 suites (with balconies), and will be sailing on 7 and 16-night itineraries on the Danube river. The launch of VIVA One, VIVA's first newbuild ship, has been postponed to 2022, the VIVA Moments will cover all her planned itineraries in 2021.

FAST FERRY FLURRY

On 26th February Fjord Line took delivery of their new 12,000gt/2021-built and 109m long/30.50m beam catamaran Fjord FSTR (Hull 419), which replaces the 5,619gt/1998-built Fjord Cat in the fleet (now the Skane Jet). The vessel then departed from Austal Philippines facility at Balamban, Cebu, for Norway, a journey expected to take 4 weeks.

Balamban is also constructing the second of two 118m long trimarans ordered by Fred. Olsen Express, the 8,044gt/2021-built Banaderos Express (Hull 395), and she was launched in March.

Baleària's 12,587gt/2021-built LNG-powered fast ferry Eleanor Roosevelt began sea trials as March got underway from the Armon shipyard in Gijón.

Nigel Lawrence

Fleet mate Avemar Dos (above) went to the Navantia Shipyard in Cádiz on 4th February to have her engines replaced. The €9 million retrofit, which will be completed in May, involves the replacement of the current engines with the latest version of the same model (Rolls-Royce MTU 1163 M84).

GRIMALDI GROUP CHANGES

Grimaldi

From the second half of February the 54,310gt/2010-built Cruise Sardegna and 54,310gt/2009-built Cruise Europa were deployed on the Livorno-Olbia route. These replaced the 32,728gt/2001-built Cruise Olbia and 30,907gt/2002-built Cruise Ausonia. The latter joined the 29,968gt/1997-built Cruise Smeralda on the Livorno-Palermo route and the Cruise Olbia (renamed Europa Palace) went to the Ancona-Igoumenitsa/Patras service with the 31,730gt/2001-built Zeus Palace, 26,302gt/2004-built Florencia and the 27,522gt/2006-built Corfu. The 24,004gt/2000-built Cruise Bonaria is assigned to Civitavecchia-Olbia whilst the Brindisi service is handled by the 33,588gt/1995-built Euroferry Olympia

NEW RO-RO SERVICE FOR POOLE?

On 3rd March Poole Harbour Commissioners announced a new direct shipping route, which will connect the UK and Morocco, was to be launched shortly. The new service, operated by new company United Seaways, will be based out of Poole and will operate to and from the Port of Tangiers in Morocco. The route has been established to help bypass post-Brexit traffic congestion and additional import procedures on goods arriving via Europe. The link will run once per week providing an alternative route for exporters from Morocco and Africa currently using road networks to the UK via Europe, and will also avoid the need to make two ferry crossings (Morocco-Spain then Spain-Northern Europe/UK). Cutting journey times on Moroccan goods to fewer than three days, compared to more than 6 via road should encourage British importers to source fresh produce and other products directly from Morocco and Africa. The direct line will also facilitate exports from the UK. The Managing Director of United Seaways is Zeyd Fassi Fehri but little else is known about the new Ro-Ro company. At the time of writing the new company website was not displaying any indication of a start date, schedule or what ship will be used. Similar ventures have not faired too well in the past, but it is hoped that this attempt will do better.

VESSEL REPLACEMENT PROGRAMME

Caledonian Maritime Assets Ltd. (CMAL), in partnership with Transport Scotland and CalMac, announced on 23rd February that it was commencing a major programme to replace up to seven Loch Class vessels that serve the Clyde and Hebrides Ferry Services network. A strategic business case for the Small Vessel Replacement Programme was approved in late 2020 by Transport Scotland and CMAL published a contract notice that same week for naval architect consultancy services to support its vessels team with the concept design and planning stage. The programme will lead to a multi-million pound investment in renewal of the small vessel fleet.

Andrew Cooke

The vessels to be potentially replaced include the 206gt/1986-built Loch Striven (above)/Loch Riddon/Loch Linnhe, the 206gt/1987-built Loch Ranza, the 549gt/1991-built Loch Dunvegan/Loch Fyne and the 211gt/1992-built Loch Tarbert. There will be a clear focus on building low emissions vessels, in line with Scottish Government climate change commitments.

Nigel Lawrence

A future phase two of this programme will replace vessels serving the Sound of Barra, Sound of Harris and Sound of Iona routes. At present the Loch Striven runs Oban-Lismore, Loch Riddon operates Largs-Cumbrae (second vessel, summer only), Loch Ranza serves Tayinloan-Gigha,

Andrew Cooke

Loch Dunvegan (above) sails on the Colintraive-Rhubodach service.

Nigel Lawrence

Loch Fyne (above) operates Mallaig-Armadale (summer only), Loch Tarbert (above) serves Tobermory-Kilchoan and the Loch Linnhe is the relief vessel.

A SPLASH OF COLOUR

Nigel Lawrence

The 27,510gt/1995-built Mega Express Four (above) added a splash of yellow (Corsica Ferries livery) to Irish Sea services when she arrived from Genoa via Savona in mid-February. Chartered by Irish Ferries to cover for ship overhauls, the 1,400 lanemetre capacity ship was expected to stay for two months. She relieved the 50,938gt/2001-built Ulysses on Dublin-Holyhead first, from 15th February to 4th March, running opposite the 51,388gt/2018-built W.B. Yeats in freight-only mode. The Ulysses went to Cammel Laird's, Birkenhead. The 26,375gt/2011-built Epsilon covered Rosslare-Cherbourg, in place of the W. B. Yeats, in freight-only mode. The Mega Express Four also operated one Cherbourg round trip each weekend. The Epsilon was then on refit from 6th-15th March before covering for the 34,031gt/1997-built Isle of Inishmore's refit on the Pembroke-Rosslare route 16th March-10th April. The Mega Express Four remained as second vessel on Dublin-Holyhead but usually operates from Toulon and Nice to Corsica and was built as the Superfast II. She also operated Sydney-Devonport as the Spirit of Tasmania III.

WESTERN CHANNEL CHANGES

With the uncertainties of when passenger travel across the English Channel will return to anything near normal, Brittany Ferries revealed in February that it was extending the suspension of some services operating between the UK, France and Spain. Four ships laid up that were expected to resume service from 22nd March will now not return to traffic until mid-May at the earliest. The ships are the 20,133gt/1992-built Barfleur (Poole-Cherbourg), the 24,534gt/1989-built Bretagne (Portsmouth-St Malo), the 32,728gt/2001-built Cap Finistere (Portsmouth-Bilbao/Santander), the 40,859gt/2004-built Pont Aven (Plymouth-Roscoff/Santander/Cork-Roscoff) plus the 6,581gt/2000-built Normandie Express was not scheduled to operate in 2021 at the time of writing. The ships and routes continuing for essential purposes are: the 29,468gt/2009-built Armorique (Rosslare-Roscoff/St. Malo), the 27,414gt/2007-built Connemara (Rosslare-Cherbourg/Bilbao), the 22,308gt/2007-built Cotentin (Poole-Cherbourg/Portsmouth-Le Havre), the 41,671gt/2020-built Galicia (Portsmouth-Santander/Cherbourg), the 35,586gt/2001-built Mont St. Michel and 27,541gt/1992-built Normandie (Portsmouth-Caen) plus the 12,076gt/1999-built MN Pelican (Poole-Bilbao). In February also came the announcement that the final days of the 26,904gt/2008-built Etretat within the fleet had been slightly extended from 22nd March to 3rd April. The ship, bareboat chartered from Stena Ro-Ro, resumed service on 31st December on the Le Havre-Portsmouth route following lay up due to the pandemic.

NEWS IN BRIEF

Anen Lines' 13,302gt/1973-built Ro-Pax ferry Mytilene was reported to be in danger in late February after suffering water ingress in her engine room that caused a slight list to starboard. An inspection was carried out on the ship, which has languished in Elefsina Bay since 2016, and her overall condition was described as very poor. She is moored with the last surviving member of the much loved trio of Horsa, Hengist and Senlac. The 5,109gt/1972-built Penelope A (ex-Horsa) is also in a deteriorating state with attempts to buy her by a UK consortium having apparently failed.

Baleària Caribbean relaunched crossings to Bimini from Port Everglades on 10th February with the service to Freeport, Grand Bahama resuming the following day. This operation does not need to follow the Centres for Disease Control and Prevention's (CDC) guidelines for recreational cruise lines so could reopen for the first time since the company paused operations in March 2020.

Blue Funnel Ferries revealed on 19th February that the Hythe Pier-Southampton Town Quay ferry would not be returning to service for the foreseeable future as the funding already received to help the operation through the pandemic had been exhausted. The service had made a loss of £190,000 over the previous 18 months and the passenger ferry Hythe Scene requires a £60,000 refit before June, for a service that has not brought in a penny of revenue for many weeks. Attempts to gain funding from the government and local government had proved unsuccessful to date but Owner, Lee Rayment, remained ever hopeful for a brighter future. A new Crowdfunding page was set up in a determined effort by local residents and businesses to prevent the historic service from closing.

CLdN announced in early March that it was increasing capacity on its ferry services to the UK and Ireland. The Zeebrugge to Dublin route has increased frequency to 3 sailings per week plus an additional Friday sailing on the Zeebrugge-Killingholme service. The duties looked likely to be taken up by either the 23,235gt/2003-built Cadena 3 (formerly the Massimo Mura) or the 21,020gt/2012-built Wilhelmine as both vessels had completed charter work and been returned to CLdN. An extra weekend sailing on the Zeebrugge-Purfleet service has also been added. With demand growing on its routes, CLdN is also due to take delivery of a further two H5 ships, sisters to the 50,443gt/2019-built Laureline, with a freight capacity of 5,400 lanemetres

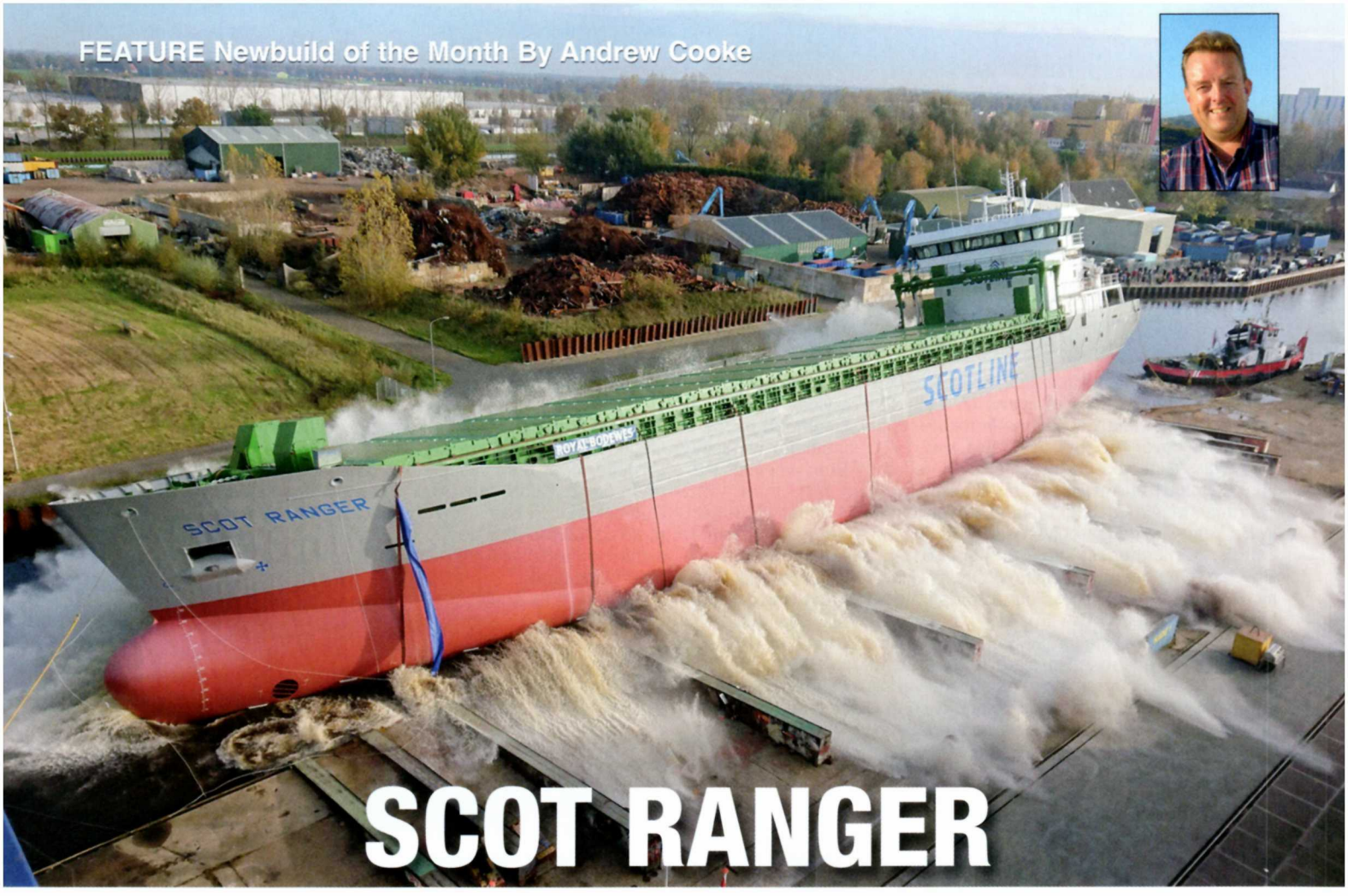
DFDS deployed the new 60,465gt/2020-built mega Ro-Ro Humbria Seaways (above) on the Gothenburg-Ghent service from 20th February in place of the 37,939gt/2004-built Begonia Seaways. This move provided capacity for an extra 320 trailers per week in each direction. The Humbria Seaways joined the 37,939gt/2005-built Freesia Seaways and 37,985gt/2004-built Primula Seaways, with six calls per week. Sister mega-Ro-Ro Flandria Seaways (60,465gt/built 2020) is serving the Gothenburg- Zeebrugge service in co-operation with CLdN via a space sharing agreement. The first of the new 54,900gt Ro-Pax ships being built at the Guangzhou Shipyard International (GSI) in China will be called Aura Seaways judging by her AIS transmissions that began at the start of March.

DFDS extended the charter of the 24,418gt/2001-built Kerry in March for another nine months, meaning she will remain with the company until the end of 2021.

On 4th March came the news that DFDS was to allocate a fourth vessel to the Rosslare Europort-Dunkirk service from 1st April. The route was introduced on 2nd January and the additional ship will be the 33,313gt/2014-built Ark Dania, which has capacity for 176 trailers and 12 driver-accompanied trucks. The extra ship will mean 36 ferry crossings per week to the continent from Rosslare from April. The company will be able to fully test the unaccompanied market with the Ark Dania and free up space for accompanied freight on the route's other ships, the Kerry, the 29,746gt/2003-built Visby and the 29,746gt/2003-built Drotten, both chartered from Destination Gotland. The Ark Dania will be the largest of the 4 vessels, with a 3,000 lanemetre capacity, and previously served the Immingham-Esbjerg route.

Smyril Line's 35,966gt/2003-built Norrona has undergone a transformation at the Fayard Ship Repair Yard, Munkebo, Denmark via a €13 million investment. The ship arrived in December with work nearing completion as February came to a close. Passenger demand for improved facilities and an enhanced level of comfort triggered the investment that includes the addition of 50 new cabins.

Trasmediterránea and Baleària have each been awarded a 12-month public service ferry contract by the authorities in Melilla, which commenced on 1st April. Trasmediterranea will operate the 26,916gt/2001-built Ro-Pax ferry Ciudad Autonoma Melilla on the service between Melilla and Malaga whilst Balearia has received the contract for the Almeria and Motril services (usually controlled by Trasmediterránea) and will employ the 28,658gt/2019-built Hypatia De Alejandria.



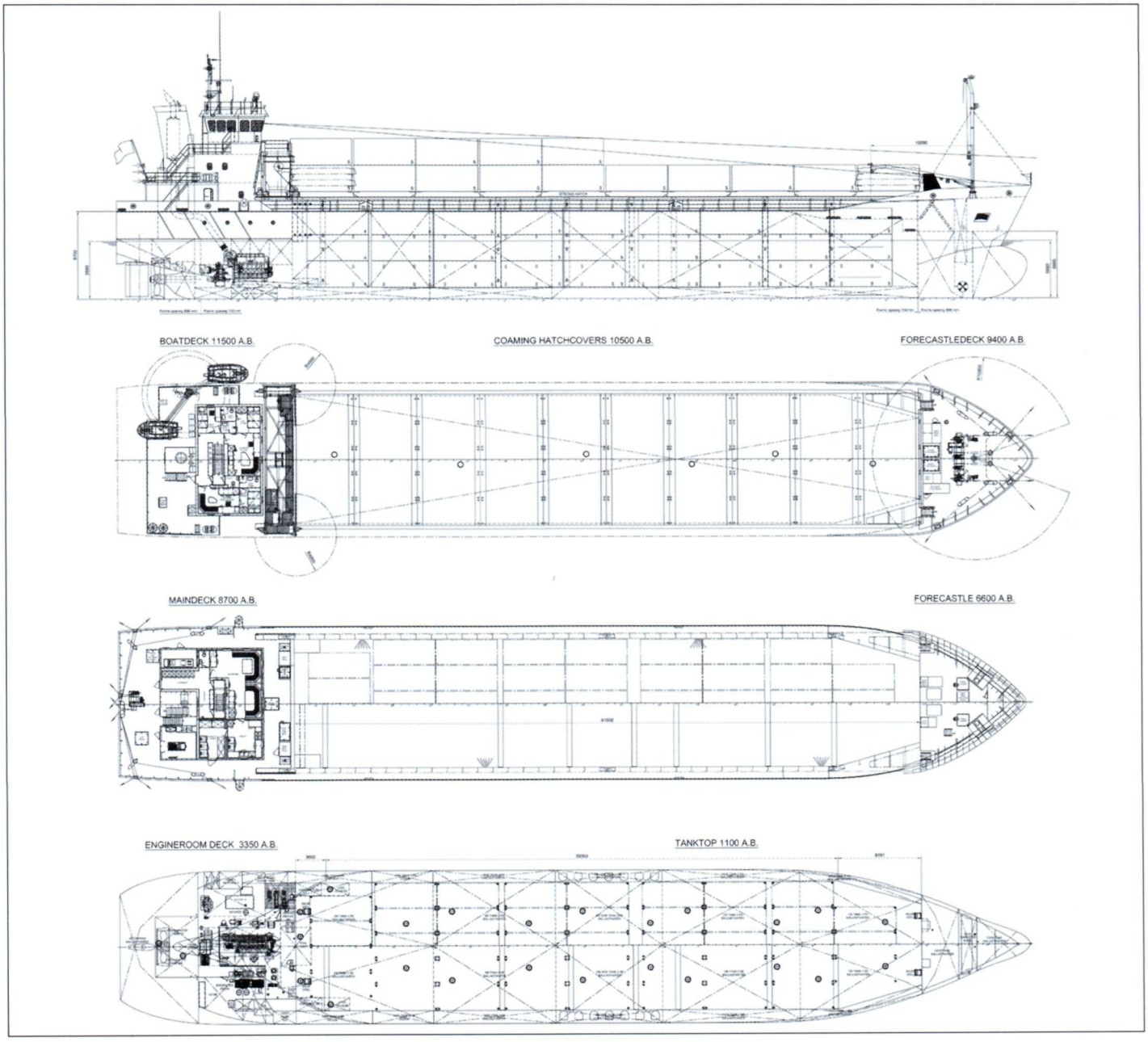
SCOT RANGER

Scotline is a shipping company that has its roots planted firmly in the U.K with the present day registered offices being in Romford, Essex and an operational hub in neighbouring Kent at Rochester. The company celebrated 40 years of trading in 2019 and can trace its origins back to 1979. The first cargo was carried that same year under the Scotline trading name, a shipment of logs between Inverness and Bremen in Germany, which became a regular route, before this changed to Inverness-Varberg (Sweden). In 1981 the company chartered its first vessel and set up the Scotline liner service, transporting sawn timber from Varberg to Inverness as a joint venture with Scotlog Sales. In the present day the liner service has established trade routes between Denmark, Germany, Ireland, Norway, Sweden, the Baltic States and the U.K. The initial service employed charter vessels until 1994 when Scotline Marine Holdings Ltd., a close business partner, purchased its first vessel, the Hohebank, which was time chartered by Scotline. The original operation at Inverness was expanded to additional sites at Whitstable in Kent and Goole in Yorkshire, before moving to Gunness in Yorkshire and Rochester in Kent during 1994. The 10-acre site at Rochester, on the banks of the River Medway, is owned by Scotline Terminal (Medway) Ltd. and was much larger than the facility used at Whitstable. The site was developed to include office facilities, 2 large warehouses, secure storage for equipment and a base for an engineering team to meet the requirements of the ships and terminals. By 2010 the space at the Rochester site had been completely exhausted and more was required. A second terminal was sought and acquired in January 2011 by Scotline Terminal (Transit) Ltd., adding a further 14 acres to the storage space available to Scotline in Rochester. The company's head office was originally based in Holborn, London, before moving to Romford where it still is today. The fleet has seen considerable investment in the past five years with the 2,571gt/2017-built Scot Navigator, a GS Eco Freighter 3700 design, being followed by the announcement on 1st February 2018 that a contact had been signed with the Royal Bodewes Group BV in Holland to build the 3,450gt/2018-built Scot Carrier in the November of that year. This vessel was followed by 3,457gt/2019-built sistership Scot Explorer. A further newbuild was ordered on 28th July 2019 in the form of the 3,457gt/2021-built Scot Ranger, also of the Bodewes Trader 4800 design. Scotline was pleased to have a Scot Ranger in the fleet again, with her previous namesake being the 2,260gt/1997-built Scot Ranger that was disposed of in 2019 after 22 years of service. She continues to work as the Rova for the Rova Shipping Company in Germany and was Scotline's first newbuild vessel ever commissioned, as well as being the last ship built at Yorkshire Dry Dock in Hull.

The new Scot Ranger is a close sister to the previous two new additions to the Scotline fleet but the 'Ranger has ice class 1A (Finnish and Swedish Ice Class Regulations 2010), meaning that she can continue to support the company's services from the Baltic during the tough winter months. Her two sisters are ice class 1B. The Scot Ranger, Yard No. 750, was launched at the Royal Bodewes Shipyard, Hoogezand, The Netherlands, on 6th November 2020 but, alas, due to the pandemic, the ceremony was a scaled down affair. The Godmother duties were carried out by Ria Kuiper, wife of Dik Kuiper the broker from JR Shipping, prior to the official christening and launch. After the event there was still work that was required to be done while the ship was in the water alongside at the shipyard. The Scot Ranger was then towed to sea at Delfzijl on 4th January and proceeded under her own power to Eemshaven where a week of sea trials followed. Hand over to Scotline Marine Holdings followed on 14th January 2021. The market remains firm and the liner services are very busy so there was no shortage of work for the new arrival. Her first revenue earning voyage was to load palletised cement in Aalborg, Denmark, before collecting a consignment of sawn timber from Varberg prior to continuing to Rochester on the liner service. Readers may notice that the keel laying date for the Scot Ranger is June 2014 when the ship was only ordered in 2019. This is correct as the shipyard had a stock of keels for the Trader 4800 series. This is often done to assist the speed of a newbuild and to also permit multiple builds over a period of time that follow the design requirements and characteristics at the time of keel laying.

PROVEN DESIGN

The Royal Bodewes Shipyard was officially founded by Shipbuilder Geert Joosten Bodewes in 1812, using the date of his marriage, although he had been running the fledgling company before this. The yard was flourishing by 1882 with the focus turning to steamships in 1908. The shipyard made use of the latest technical developments, and the introduction of the diesel engine led to the construction of motorised barges and coastal vessels. The diesel-powered NB 606 was launched on the 18th of May 1916. The first coastal vessels solely powered by an engine were built in 1931. The post-war years focussed on orders from both Dutch and foreign customers and, in the 1970s, an imposing construction hall was built at the shipyard. For a number of decades, the business operated its own shipping company with an average fleet of five vessels. In 1986, when the shipyard management no longer had family members to serve as successors, it was transferred to non-family members. In 1988, the company signed a contract to build two multi-purpose Ro-Ro vessels, the very first of their kind. In 1990, the shipyard introduced the Bodewes 4250 DWT ship type and built six of them. The new millennium brought a succession of new ship types designed by Bodewes that responded perfectly to the needs of the market. To meet demand the shipyard subcontracted hull builders in Ukraine, China, India and three in Poland as well as two construction companies in Romania. In 2010, Bodewes Shipyards and Universal Africa Lines (UAL) arrived at a partnership for building and operating Eco Trader 8700 seagoing vessels. Nescos Shipping B.V., the shipping company founded for this purpose, is a subsidiary of Bodewes Holding B.V. and has expanded to operate five 8,700gt vessels. In 2012, the shipyard celebrated its 200th jubilee and received the honourable title of 'Royal' on this occasion. Since then, the Bodewes Shipyard has been known as Royal Bodewes whilst the infrastructure of the dockyard was improved to increase efficiency. The existing red construction hall was also extended and capacity increased with the building of an identical hall next to it. The canal next to the shipyard was widened for launching purposes. In 2015, the shipyard's order portfolio included a range of advanced vessels: the 6,015gt/2017-built LNG Flexitanker Coralius, two 4,700gt eco-coasters and two cement tankers. Constructing the hulls of these vessels was subcontracted to the company's partners in Poland. Since the accessibility of the shipyard in Martenshoek depends on the navigable width of locks and bridges, Royal Bodewes also has a well-equipped shipyard in the neighbouring city of Papenburg in Germany. The shipyard offers a range of six types of dry cargo vessel including the Trader 2650 Sea River, Trader 3450 General and the geared Eco Trader 8700 plus tankers such as the Bodewes 6500, cement carriers and more. The Eco Trader series and the coastal tanker design feature the cross-bow hull form. Arklow Shipping is but one of the long-term



clients. The popular Bodewes Trader 4800 ship design, with examples including the Scot Ranger of course, have an overall length of 89.98m, a beam of 15.20m and a maximum draught of 5.69m. The gross tonnage is 3,457, the deadweight is 4,471, the net tonnage is 2,201 and the air draught in ballast is 28.30m. By the nature of the ship type, all superstructure is located at the stern with the Tween Deck being the lowest of the four levels, and 5.95m above the ship's baseline. Located here are six crew cabins for 7 crewmembers and officers (5 single cabins and 1 double) plus laundry facilities. One level up is the main deck, 8.70m above the baseline, and this caters for the mess room for a crew of 9, galley and galley store whilst one level up again is the Boat Deck (11.50m above the baseline), which provides the Chief Officer and Captain cabins and day rooms plus the Pilot's accommodation. All cabins are air-conditioned. The uppermost level is the Bridge Deck, 15.5m above the baseline. The Bodewes Trader 4800 class of dry cargo ship is characterised by a hull form optimised for coastal and short-sea operation and a 4,471 tonne cargo capacity. The ship features one large, box-shaped hold, with a grain or bale (wood pulp) capacity of 6,770m^3 (without bulkheads). The ship is also equipped for carrying timber (6,770m^3 capacity), a vital part of Scotline's trade.

The hold is 61.50m long, 12.60m wide and 9.00m deep, with a clear height of 8.99m when the hatch covers are fitted. Two half-bulkheads can be fitted in the hold for mixed cargo loads or grain, and these are 0.5m thick, 12.50m wide and 4.45m high. The hull depth from base line to Main Deck level is 8.70m and 10.50m to the top of the cargo hatch. The tanktop area is 736m^2 and the tanktop deckload is 15 tonnes/m^2. The cargo hold extends 1.35m above the hull (1.93m including the hatch cover).

The cargo hold is covered by 10 pontoon hatch covers and these are removed/stowed/replaced by a 20 tonne SWL hatch cover gantry crane that runs along a coaming rail on either side of the hatchway. The gantry is stowed in front of the superstructure when not in use. The covers are stowed equally in two stacks of 5 aft and forward of the hold, just ahead of the superstructure, and aft of the forecastle deck. The hatch covers have a 1.6 tonnes/m^2 deckload with the fifth cover forward from the deckhouse designated as the strong hatch. The ship can also carry containers with capacity being 201 TEU (twenty foot equivalent unit) or 84 FEU (forty foot equivalent unit) overall. The hold can accommodate 126 TEU/54 FEU whilst the deck (hatch covers) can cater for 75 TEU/30 FEU. The stack load for TEU/FEU is 68/72 tonnes on the tanktop and 32/48 tonnes on the hatch covers. Hold ventilation is achieved via provisions made at either end to provide a through flow of air. To further enhance the stability and trim of the ship at any load state, a total of 24 ballast tanks are situated in the sides and bottom of the double hull. These can also be used as passive anti-heel tanks.

The Scot Ranger is powered by a 1,850kW Caterpillar/Mak 6M25C marine diesel engine and this drives a Schottel fixed pitch propeller to provide a service speed of 11 knots. The Mak 6M25C has a 720-750rpm range, a 255mm bore, a 400mm stroke, an overall length of 8,070mm, a width of 1,700mm and a dry engine weight of 21 tonnes. The machinery spaces are located aft on the Engine Room Deck, 3.35m above the baseline and beneath the Tweendeck accommodation. Manoeuvrability is provided by a Benes flap rudder and a 300kW bow thruster. The auxiliary equipment consists of one 160kW Caterpillar generator set and a 350kW shaft generator.

THEN THERE WERE 4

Scotline Marine Holdings Ltd. ordered a 4th Bodewes Trader 4800 on 2nd October 2020 from the Royal Bodewes Shipyard, as per their option for newbuild No.4. The 3,457gt ship will be named Scot Isles, replacing the current 2,595gt/2001-built ship of the same name. Delivery is expected later in 2021 following a June-September launch. Like the Scot Ranger, the new Scot Isles will have a length of 89.98m, a beam of 15.2m, a maximum draught of 5.68m and will be ice class 1A. The main difference in the new ship will be that she will be a hybrid, a first for a U.K Coaster. She will be fitted with an array of batteries that can be charged by shore power and used to reduce the need for generators.

Prior to the Scot Ranger's delivery, Scotline had a fleet of 10 owned vessels out of 16 ships in the, fleet ranging from 1300 DWCC to 4500 DWCC.

TECHNICAL SPECIFICATIONS

Flag:	British
Port of Registry:	Rochester
Call Sign:	MIJG6
IMO Number:	9851220
Type:	Box Shaped Single Decker
Ship Class:	MPP – Multipurpose Cargo Vessel
Vessel Design:	Bodewes Trader 4800
Ordered:	28th July 2019
Keel Laid:	June 2014
Launch:	6th November 2020
Sea Trials:	January 2021
Delivered:	14th January 2021
Shipyard:	Royal Bodewes Shipyard, Hoogezand, Groningen, The Netherlands
Yard No:	750
Owner:	Scot Ranger Shipping Ltd.
Operator:	Scotline Marine Holdings, 75, Main Road, Gidea Park, Romford, Essex RM2 5EL
Classification:	LR 100A1 Strengthened for Heavy cargo, Container Cargoes in Hold and Hatch Covers, Bottom Strengthened for loading and unloading aground. Ice Class 1A (Finnish & Swedish Ice Regulations 2010)
Gross Tonnage:	3,457
Net Tonnage:	2,201
Deadweight:	4,782 (with bulkheads onboard)
Deadweight Cargo Capacity:	4,471 tonnes
Length Overall:	89.98m
Beam:	15.20m
Max. Summer Draught:	5.692m
Winter Draught:	5.692m
Winter Deadweight:	4,782 (with bulkheads onboard)
Air Draught in Ballast:	28.30m
Hull Depth:	6.60m
Water Line to Top of Hatch Coaming:	4.9m (full load)
Bow Thruster:	300KW
Main Engine:	1x Caterpillar/Mak 6M25C - 1850 KW
Generators:	Caterpillar
Shaft Generator:	Yes
Service Speed:	11 knots
Tanktop Load:	15 tonnes/m^2
Hold Dimensions:	Length 61.50m, Width 12.60m, Height 9.00m
Bulk Heads:	2 half-bulkheads (0.5m thick, 12.50m wide, 4.45 high)
Hold Capacity:	6,770cm^3 (without bulkheads)
CONTAINER CAPACITY (TEU/FEU)	
Hold:	126 TEU/54 FEU; Deck: 75 TEU/30 FEU (201 TEU overall)
Timber Fitted Capacity:	6,770m^3
Grain Fitted:	Yes
Dangerous Goods:	Yes
Crew:	9
TANK CAPACITIES	
Fuel oil (IFO180):	204m^3
Fuel oil (Gasoil):	30m^3
Fresh water:	36m^3
Ballast water:	2,030m^3

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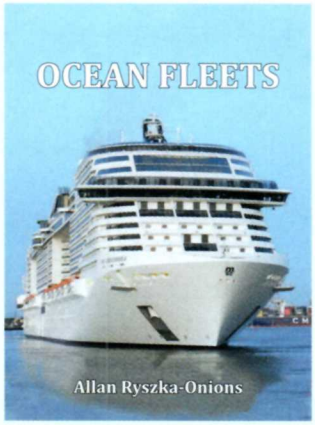

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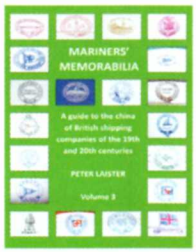

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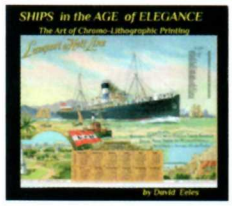

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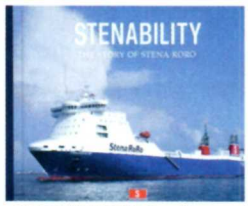

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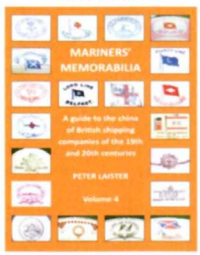

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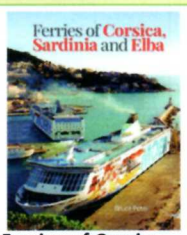

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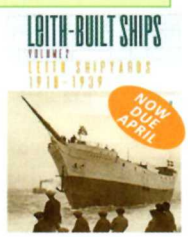

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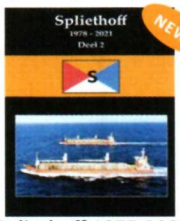

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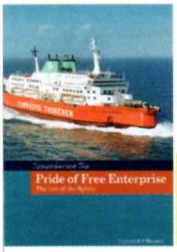

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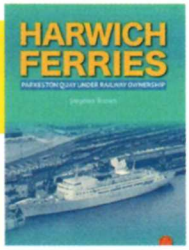

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Selandia to Jutlandia

The unique funnel-less ships of The Danish East Asiatic Company

In 1961 I was serving as a young midshipman on board the Glen Line of London's good ship Glenshiel. On a sweltering afternoon whilst on cargo watch at the crowded anchorage of Port Swettenham (now Port Klang) in Malaysia, I chanced to look over the starboard side of the fore deck just as a large outbound ship ghosted by at slow speed. She was the 1934 built Jutlandia, belonging to the Danish East Asiatic Company, and I never forgot how graceful and completely unique she looked, even compared to the good looking ships of The Glen and Blue Funnel Lines of Great Britain. I later that day understood her to be just one of a class of ships reaching back to the early parts of the twentieth century, and that she was probably the very best of them.

The Selandia of 1912 and the Jutlandia of 1934 largely 'book-ended' a period when the Danish East Asiatic Company was very much a key player on the European to Far Eastern maritime trade routes. The Selandia was not the first 'funnel-less' EAC ship, just as Jutlandia was not the last, but for entirely different reasons they both became very famous indeed.

When the idea of the motor ship 'Selandia' was first conceived in 1911, it was clear that what was truly ground-breaking was not the lack of funnels, but rather the method of propulsion. Despite that, the sight of successive funnel-less ships under the EAC flag as the twentieth century wore on never ceased to arouse curiosity, dislike or admiration in equal measures, wherever they were seen. From the ground-breaking innovation of the motor ship Selandia in 1912, to the demise of the much admired Jutlandia in 1965, they were uniquely unmistakeable.

In maritime terms, the arrival of the diesel engine in 1894 as designed by the German inventor Rudolph Diesel caused little stir initially, since early models were too small with too low an output to be considered for installation on-board large ocean going vessels. But when Burmeister & Wain acquired the Danish patents in 1901, they embarked on a programme of research and development which culminated in the production in 1911 of an engine capable of powering a ship the size of the proposed new building for EAC, namely the Selandia.

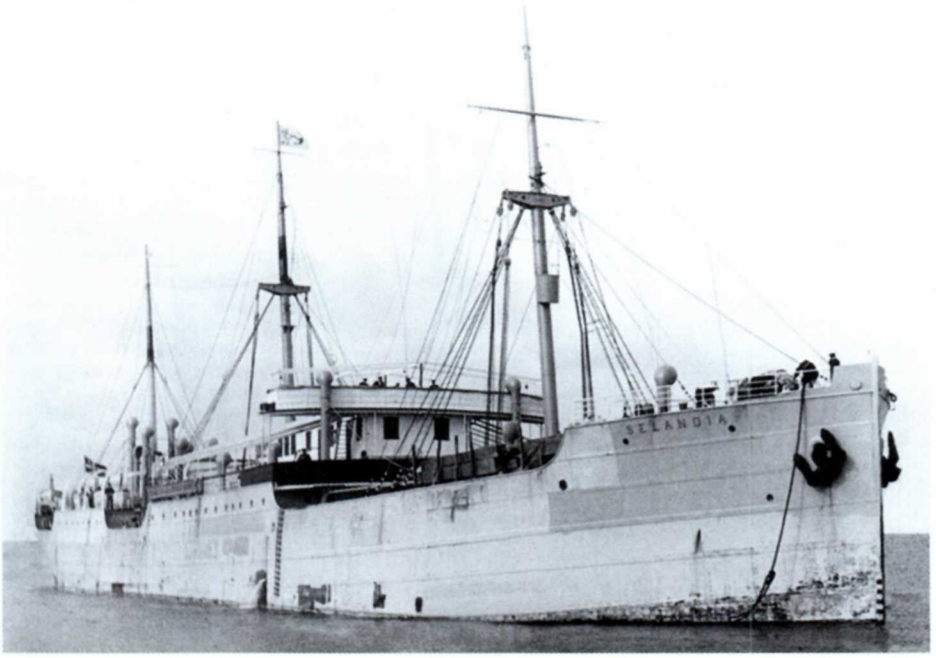
The Selandia thus entered service in 1912, with a deadweight of around 6,800 tons, a length of 370 feet and breadth of 53 feet, arguably the first ocean going diesel powered vessel, although the Dutch motor tanker Vulcanius also lays claim to that honour. She featured a twin screw system, and her B&W engines were two 8 cylinder 4 stroke units. Very soon, the advantages of this method of propulsion at sea became clear to ship owners, due to the huge savings to be made in fuel costs, the reduction in the weight of diesel fuel as compared to coal, the subsequent increase in cargo and passenger capacity, and reduction in crewing costs. No more armies of stokers to tend furnaces and boilers!

From the standpoint of the ever increasing awareness of the threat from global pollution levels in today's world, in 1912 the Danish East Asiatic Company could have pointed proudly to the fact that at a stroke, marine pollution levels were reduced by 50% whenever a coal powered vessel was replaced by a diesel powered one. How times have changed.

On her maiden voyage, when she first visited the Port of London, Winston Churchill himself, in his capacity as First Lord of the Admiralty and accompanied by senior naval staff visited the vessel, clearly aware of the implications for the future of Great Britain's primacy at sea.

After that Port of London visit, the Selandia's maiden voyage continued in earnest, with outward bound calls at Antwerp and Genoa, through the Suez Canal and eastwards toward Colombo, Penang, Singapore and ultimately Bangkok. The homeward bound voyage followed a similar pattern, and despite some teething issues, the new propulsion system undisputedly proved its worth. On completion of the voyage, Selandia was joined by the second vessel in the class, the motor ship Fionia, which was almost immediately sold on at a premium and reflagged to Germany, to Albert Ballin of HAPAG fame.

EAC continued to drive the diesel project on, and agreement was also reached to

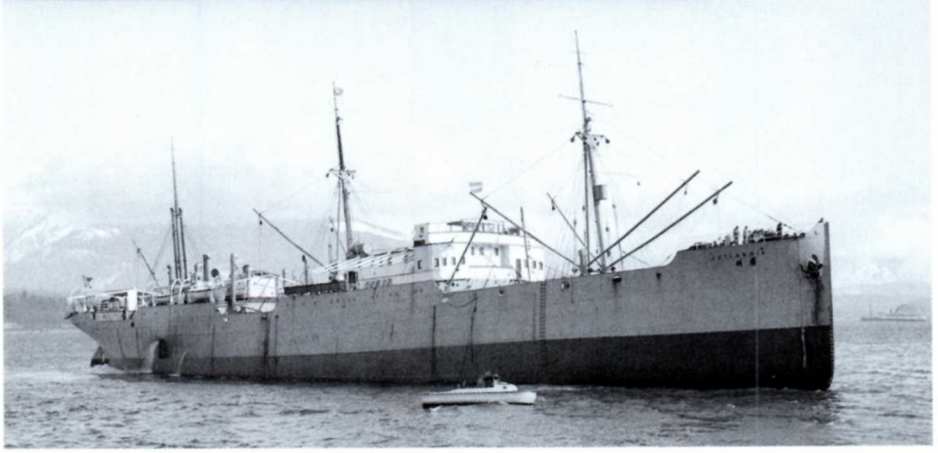


Left: The 8,547grt Jutlandia of 1934. She survived until 1965 when, on 9th January, she arrived at Bilbao to be broken up. *(FotoFlite)*

Above: The 4,964grt Selandia of 1912. In 1936 she beacme Norseman of Rederi A/S Norseman and in 1940 she joined Ab Finland-Amerika Linjen Oy of Finland as Tornator. On 26th January 1942 she was wrecked at Omaisaki, Japan while on a voyage from China to Japan with a cargo of salt.

Below: A young Winston Churchill leaving the 1912 Selandia after inspecting the vessel.

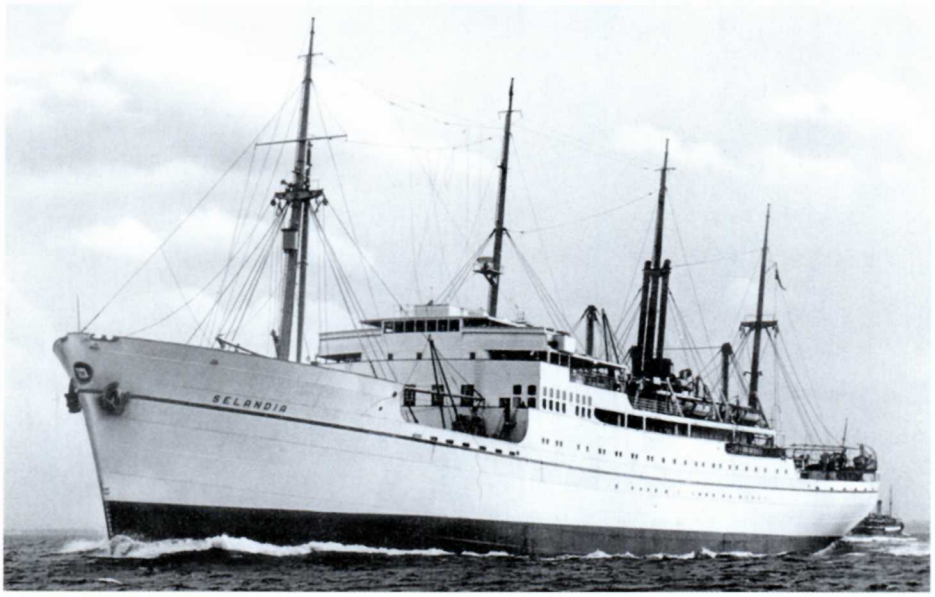
Bottom: The 4,874grt Jutlandia of 1912. In 1934 she joined Carriso Inc. as Noumea and in 1937 she moved to A/S Danmotor as Dan. On 16th December 1937 she was wrecked at Gisslan, Aland Islands and declared a constructive loss. She was towed to Grays, Essex where she arrived on 24th April 1938 to be broken up by T.W. Ward. *(Walter E. Frost, City of Vancouver Archives)*



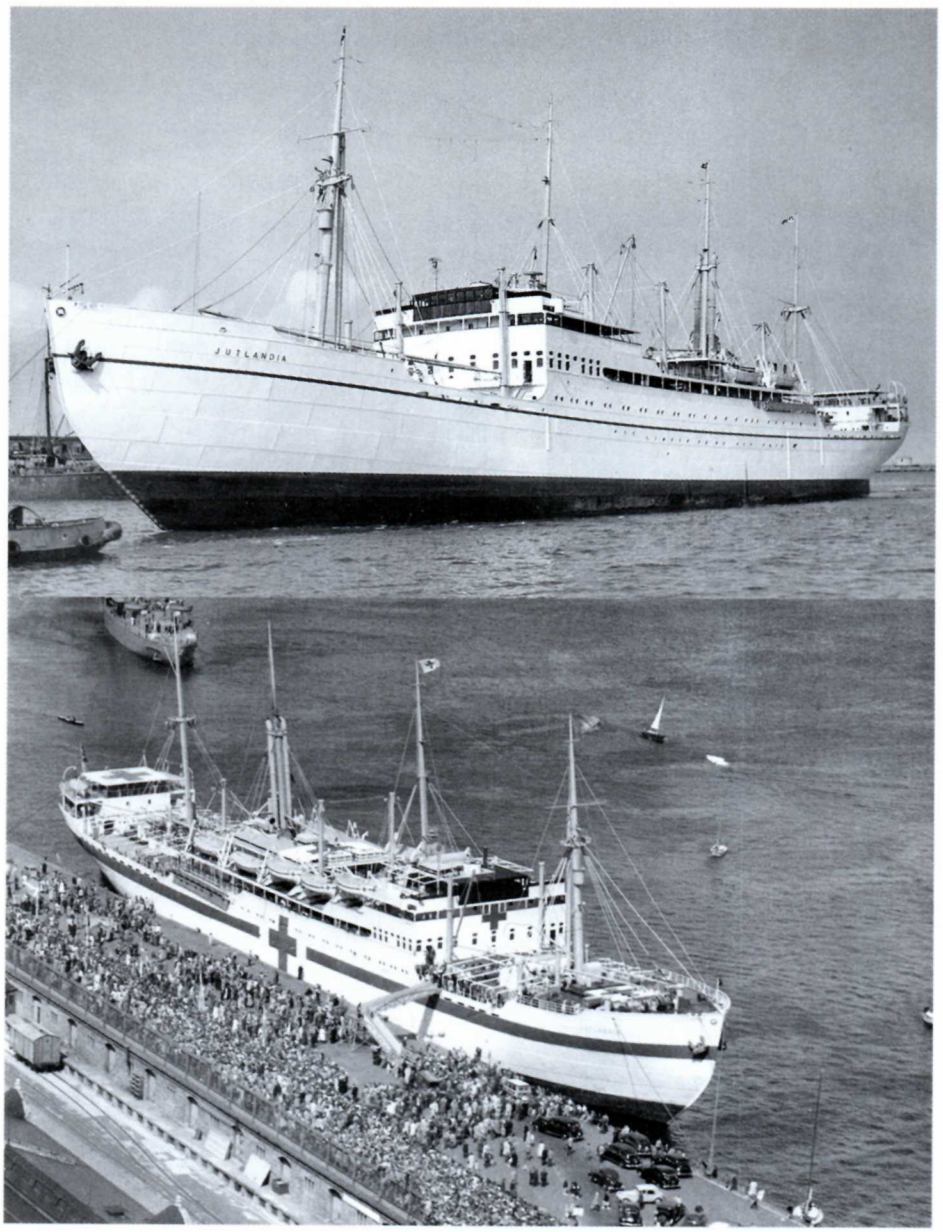
continue the rapid fleet expansion by allowing British shipyards and others to share and develop the new engine technology, the first of which was the Barclay Curle yard on Clyde side. This third diesel powered vessel was the first to carry the name of Jutlandia, and she marked the beginning of a long relationship between EAC and Clyde shipyards, despite a rather inauspicious start.

When Jutlandia departed on trials prior to handover to the East Asiatic Company the main engines promptly seized up after only a few revolutions. Fortunately tugs were still attending, and so she was quickly re-moored whilst investigations were carried out. Burmeister & Wain engineers were brought over from the continent, and before too long it was established that different interlinking components had been manufactured not only on Clydeside but also on the continent. Great Britain was using the imperial standard of foot and inches for machine parts, whereas Burmeister Wain used metric measurements. A serious degree of intolerance had been introduced, which took some time to successfully resolve.

The Selandia boasted excellent first class passenger accommodation for up to 40 persons, however, no one would ever claim that this initial class of motor ships were graceful in appearance. Many associated the grand statement of a large, strikingly coloured funnel as being essential in maintaining the



Above: The 8,482grt Selandia was built in 1938 by Naksov SV. On 6th December 1962 she arrived at La Spezia to be broken up by Cant.di Portovenere. *(Chris Howell)*
Below: The 1934 Jutlandia in peace time. *(Danish Maritime Museum)*
Bottom: The Jutlandia about to leave Copenhagen for Korea in 1950 after conversion to a hospital ship for war service. *(Danish Maritime Museum)*



status of a liner company, without ever consiering the possibility of other alternatives. For passengers, the advantage lay in the avoidance of dense clouds of black smoke and the occasional dollop of hot soot falling upon the passenger decks were the wind to be in the wrong direction, a condition normally associated with many of the coal burning steam ships common at that time. But it was clear her grey painted hull, white superstructure and yellow masts did not seem to meet with much approval from the general public. In addition, with the practise of leading exhaust gases clear of accommodation towards a mast, passengers were spared from experiencing noxious diesel fumes and even some associated engine noise.

This Selandia continued in service with EAC until 1937, then was briefly Norwegian owned under the name Norseman, before being transferred to the Panamanian register. 1940 saw ownership again transferred to the Finnish register, and now named Tornator she finally found herself part of the Japanese war effort when caught in Yokohama as Japan entered the war. She eventually ran aground and broke in two during a voyage in support of the Japanese, an inglorious end indeed for such a historically important ship. Nevertheless, in February of 2012 and on the 100th anniversary of her launch, her importance in the development and expansion of the global maritime world was widely recognised, especially by the Mann Corporation who are now the custodians of the Burmeister & Wain legacy.

The Danish East Asiatic Company generally persevered with the funnel-less concept for over two decades, building and refining the concept, until finally in 1934, they produced a truly graceful and funnel-less ship. She was the third ship to bear the name Jutlandia, and went on to enjoy not only commercial success, but also a worldwide reputation for giving much humanitarian aid in the most difficult of circumstances. In addition to this, she also enjoyed a period of being the Royal Yacht for two separate countries, circumstances quite unimaginable for the normal range of cargo/passenger ships of the twentieth century.

Curiously in the 1930s, the final three funnel-less ships built included both a Selandia and a Jutlandia, the third and final ship being the Falstria. They were both in fact the third generation to bear their respective names which live on in post war built tonnage, currently as Ro-Ro freight carriers with DFDS.

The differences in appearance between the 1934 built Jutlandia and the 1912 built Selandia were plain to see. Gone was the angular and bluff bowed outline of the first built ship, to be replaced by a much more graceful hull form altogether. From her Maier-form bow, which in many ways gave the appearance of an icebreaking capacity, to

Above: The Jutlandia at anchor off Inchon during the Korean War. *(Sven Jagd)*
Below: The Jutlandia in use as the Danish Royal Yacht. *(Danish Royal Museum)*

her gracefully proportioned deck accommodation and gently raked masts, this final funnel-less version truly did seem to have more in common with the most graceful ships of the clipper age of sail. The fact that she had four raked masts instead of the three on board the early Selandia also lent her a more balanced appearance, and the Asian crews employed aboard her affectionately described her profile thus - "four stick bamboo, no puff puff".

From the very beginning this Jutlandia led a very different life to her predecessors. Built at the famous Nakskov shipyard in Denmark, her early years were spent on the company's traditional European to the Far East route network, however in 1940, whilst undergoing overhaul and refit at the Nakskov yard, Germany attacked Denmark. The result of this was that the Jutlandia and two other EAC vessels were laid up at Slote Island and placed beyond action for the remainder of the war, although curiously the three ships at one point came under attack by the Royal Air Force, who feared their return to duty in aid of German forces. Jutlandia suffered only minor damage, however the other two ships came off much worse.

On the conclusion of hostilities in 1945, Jutlandia was returned to duty with the Danish East Asiatic Company, and for a time was employed in her cargo and passenger carrying role. However in 1950 she yet again became caught up in a conflict. The outbreak of the Korean War in 1950 and the involvement of the United Nations saw the Danish Government fulfilling its part of the UN Mandate by supplying the forces of the United Nations with a hospital-ship which would look after the inevitably wounded and injured soldiers from all the different nations fighting on behalf of South Korea and the U.N. itself. After a lengthy refit she set sail from Copenhagen ready to treat up to 356 bed-bound casualties. Her normal ship's complement was swollen with the addition of 91 doctors, specialists and nurses, and she went on to serve outstandingly in her role for a total of 999 days during three separate tours of duty.

During the Korean conflict she sailed under the flags of Denmark, The United Nations and the International Red Cross Association, and even to this day she is fondly remembered by the people of South Korea and Denmark in addition to the many injured soldiers and marines who received such excellent care onboard. The people of South Korea especially remember the help given by the crew of Jutlandia to the many young children who also suffered so badly at that time. At the end of the conflict, Jutlandia was converted back in order to resume her role as a cargo/passenger ship, but in 1960 the East Asiatic Company placed her at the disposal of the King of Thailand. Her role was to act as a Royal Yacht for a State visit to Denmark, Norway and Sweden, and so it came to pass that Jutlandia, in her final years, was thought grand enough to host Kings and Queens, and to hold state dinners on board in Copenhagen for the Kings and Queens of Denmark and Thailand. This operation proved so successful that when in 1963 the Crown Princess, later Queen Margrethe of Denmark was sent on a State visit to Thailand, it was decided to again commission Jutlandia as a Royal Yacht, this time for the Danish Royal family.

This Royal commission was again successful, but by 1964 Jutlandia had been returned to her normal duties for the final time. Change was coming to maritime trade, passenger numbers had reduced to near zero because of the growth in air travel, and EAC decided that there was no place for Jutlandia in the future development of their operations. In 1965 she was unceremoniously consigned to a ship breaking yard in Northern Spain, and that should have been the end of her story, but, not so! Over twenty years later the Danish musician Kim Larsen released a song called 'Hey Ho Jutlandia', which became an enormous hit, and rekindled an interest in this long departed ship. Now she is remembered and respected by the people of South Korea who installed an inscribed stone memorial to the ship and her crew on the Langlinie promenade in Copenhagen, not far from where she first set off on her humanitarian voyage on behalf of the United Nations and the International Red Cross. Meanwhile, a small band of committed former crew members, all now into advanced old age, still keep Jutlandia's remarkable and varied story alive in Denmark.

The Selandia of 1912 and the Jutlandia of 1934 have very clearly earned their place in maritime history in Denmark and indeed the wider world.

FEATURE BY NORMAN MIDDLEMISS

BRITISH MEDITERRANEAN CARGO-LINERS

British sailing packet ships owned by the British Government left Liverpool, London and other British ports with the mail and some cargo for Gibraltar, Malta, Alexandria and Cyprus in the early 19th century. By the mid 19th century, commercial steamers and sailing ships were used on regular Mediterranean routes to at least six Portuguese ports, seven Spanish ports, ten Italian ports, seven French Mediterranean ports as well as to Gibraltar, Algiers, Tunis, Malta, Alexandria, Limassol, Larnaca, Beirut, Piraeus, Patras, Smyrna, Syra, Istanbul, Jaffa, Haifa, Odessa and other Black Sea ports. The main and largest fleets were those of Ellerman & Papayanni Lines, MacAndrews & Company, Manchester Liners and Prince Line Mediterranean services, Cunard Line Mediterranean services, and Moss Hutchison Line, which took in the General Steam Navigation Co. Ltd. I have written separate articles on Moss Hutchison Line detailing the extensive Moss Line of Liverpool and J. & A. Hutchison of Glasgow fleets from the early 19th century, and on Prince Line. There were many other British shipping lines engaged in the trade e.g. Golden Cross Line, Mossgiel Steamship Co. Ltd., Borchard Line established in 1933 in the liner trades and has since used chartered tonnage to this day, and Gracechurch Line established in Newcastle in the mid 1950s with three Mediterranean liner ships and today part of Borchard Line using chartered tonnage. A current and much more recent British Mediterranean liner fleet is the 'Red Dragon' fleet of Charles M. Willie & Co. Ltd. of Cardiff with their large fleet of Mediterranean traders of up to 4,800 dwt with 'Celtic' prefixes to their nomenclature.

ELLERMAN & PAPAYANNI LINES

Georges Papayanni arrived in London in 1832 to establish a Greek commodity house dealing mainly in the import of dried fruit as well as the export of goods and machinery from the industrial heart of the North of England. He transferred his business to Liverpool in 1844 with the import of cotton for the Lancashire cotton mills and the increasing export of cotton clothing. Greek chartered ships were used with his brother Basilio as his Piraeus chartering agent. Viana, Jones & Chapple inaugurated sailings from Liverpool to the Mediterranean on their steamer Rattler in 1845, with Georges Papayanni booking space on her. Georges Papayanni took British citizenship in 1852 after twenty years of successful trading with Greece, the Black Sea and the Levant, with the first owned steamer being Arcadia of 1,901 grt completed in 1852 as a brig for the service terminating at Constantinople. She carried 32 First Class passengers, and a two cylinder steam engine gave a service speed of nine knots. Arcadia was lengthened in 1875 by Thompson & Company of Newcastle, and doubled the engine power with a second single expansion steam engine and new boilers fitted to give her 43 years of service by the time she was broken up in Preston in 1898. Thessalia and Laconia were sisters of Arcadia with three masts and were clipper bowed, with the next steamer having four masts and a barque rig in 1857 and named Agia Sophia (Queen Sophia), and was lengthened in 1872 and then sold to John Reeves Ellerman in 1901, two years before she was broken up at Livorno after a career of 46 years. The fleet grew to five ships in 1859, and with Papayanni entering the Egyptian cotton trade in 1861 it grew to nine ships throughout the 1860s and 1870s with, however, no attempt made to grow the fleet beyond this size.

The Papayanni Steamship Co. Ltd. was formed in 1897 very much as a family concern with Michael Papayanni, the son of the founder, in control along with Basilio Papayanni. However, Basilio Papayanni died in that year of 1897 and his place in the family business was taken by his son Basilio, and since the company shares were now spread across three daughters and two sons, and with no capital injection by these siblings, no ship rebuilding programme was begun.

Nicholas Papayanni, the second son, negotiated the sale of the company to John Ellerman Reeves on 17th June 1901 together with eight steamers in Agia Sophia, Adalia, Anatolia, Ararat, Britannia, Laconia, Plantain and Roumelia. The price paid by Ellerman was £132,750 plus the goodwill of the trade, and on 22nd January 1902 the fleet became Ellerman owned in Liverpool but still traded as Papayanni Line until the Ellerman & Papayanni Co. Ltd. was formed in 1906, with the ships being Ellerman owned and Papayanni managed.

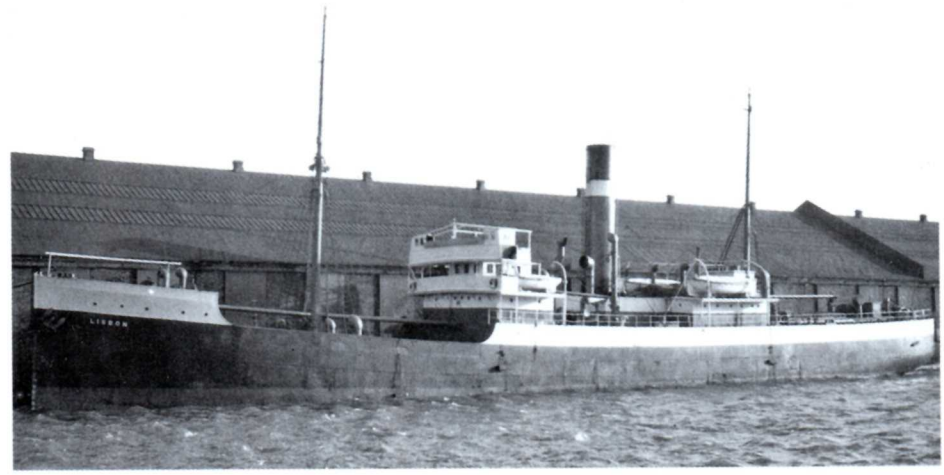
Whereas Ellerman & Papayanni was a West Coast loading line for the Mediterranean from Glasgow, Liverpool and South Wales ports, Westcott & Laurance was an East Coast loading line for the Mediterranean from Leith, Tyne, and London. Capt. George Westcott was a shrewd Master of a ship owned by the Greek family of Stephanos Xenos, and his ship was lying at Malta when news arrived that Stephanos Xenos had gone bankrupt. The ship was

Left: The 3,100grt Flaminian of Ellerman & Papayanni LIne was built in 1956 by Henry Robb Ltd. at Leith. In 1974 she was renamed City of Izmir and the following year she joined Climax Shipping of The Maldives and was renamed Climax Pearl. In 1981 they renamed her Maldive Pearl and on 3rd April 1984 she arrived at Gadani Beach to be broken up by Dada Steel Mills. *(FotoFlite)*

Above: The 3,083grt Assyrian was built in 1915 by Blohm & Voss at Steinwerder as the Fritz for Woermann Line. She joined Ellermans as a reparations ship in 1920. On 19th October 1940 she was torpedoed and sunk by U-101 in the North Arlantic. 17 lives were lost. *(John B. Hill collection)*

Below: The 2,429grt Mardinian was built in 1919 by S.P. Austin at Wear Dock. On 9th September 1940 she was torpedoed and sunk by U-28 SW of Barra with the loss of 6 crew. *(John B. Hill collection)*

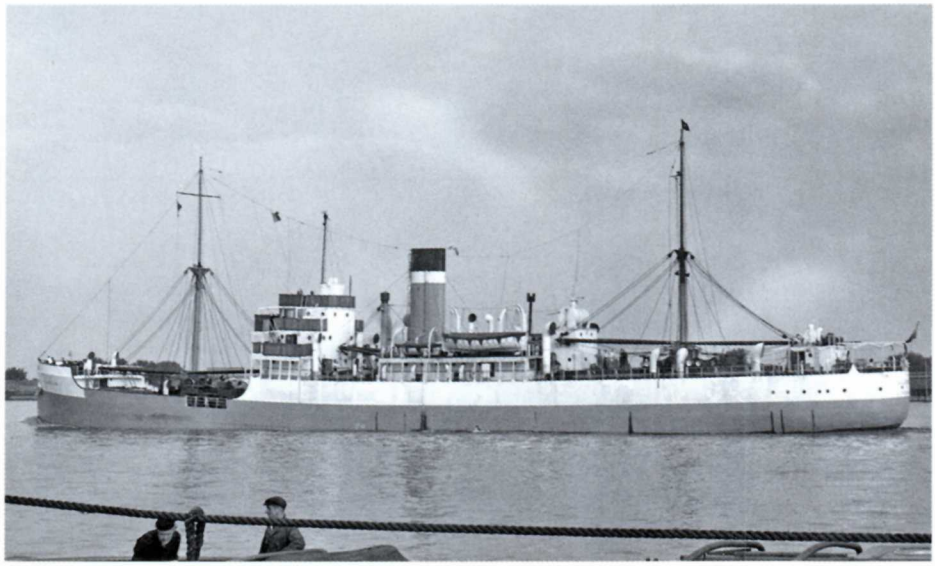
Bottom: The 1,964grt Lisbon was built in 1920 by Hall Russell at Aberdeen. On 30th October 1940 she was wrecked off Rattray Head while on a voyage from Lisbon to London with a cargo of sardines. *(John B. Hill collection)*



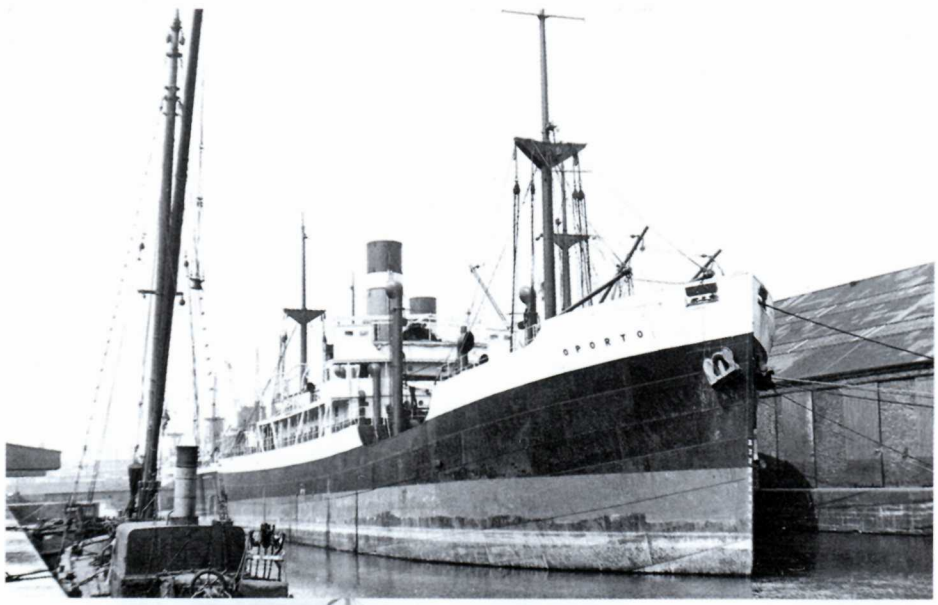
bunkered with the help of another Xenos employee named Gollcher, and it returned to London where Capt. George Westcott set up in business in 1863 with yet another Xenos employee as Westcott & Houseden. A chartering expert such as Robert Houseden and a shrewd Master such as Westcott were successful enough to purchase their first ship, the steamer Harriet Agnes of 624 grt in 1867, with Continental cargo booked by Westcott & Flint of Antwerp. The Newcastle agents of F. A. Hodgkinson & Company and J. Coull & Sons acted as loading brokers for the whole of the North and the Midlands.

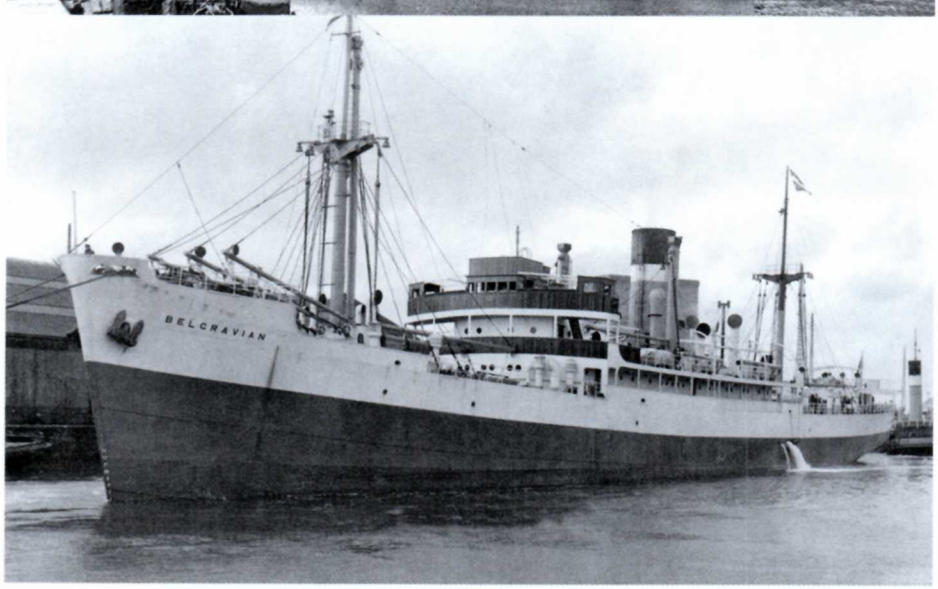
The second Westcott steamer was Rhone of 1,343 grt purchased in 1879 for Westcott & Laurance, as Charles Laurance had taken over as a partner after the death of Robert Houseden, with Rhone skippered by John Richard Westcott, son of the founder. Charles Laurance died in 1889 and his place was taken by William George Westcott, the elder son of the founder. By 1901, the Westcott & Laurance fleet stood at nine ships in Avoca, Cedardene, Gulf of Suez, Joshua Nicholson, Orchis, Orestes, Perim, Plymothian and Tenedos. After the death of George Westcott, the founder, in May 1901, this fleet was then sold in December 1901 to John Ellerman Reeves giving him an East Coast loading fleet to add to Ellerman & Papayanni on the West Coast, and thus gain him a very important share of the British trade to and from the Mediterranean.

A bigger boost to the Mediterranean fleet of John Reeves Ellerman had come at the end of April 1901 when twenty Leyland Line ships operating in the Transatlantic and Mediterranean trades was sold by Frederick



Above: The 2,305grt Algerian was built in 1924 by Barclay, Curle at Whiteinch. On 19th December 1957 she arrived at Sunderland to be broken up by T. Young & Sons.
Below: The 2,352grt Oporto was built in 1928 by Ramage & Ferguson at Leith. On 13th March 1943 she was torpedoed and sunk by U-107 off NW Spain while on a voyage from Liverpool to Seville with a cargo of copper sulphate, potatoes and mail.
Bottom: The 3,136grt Belgravian was built in 1937 by Wm. Gray at West Hartlepool. On 5th August 1941 she was torpedoed and sunk by U-372 in the North Atlantic while on a voyage from Port Harcourt to Hull with a cargo of tin ore and palm kernels. 2 lives were lost. *(All photos from the John B. Hill collection)*





Leyland & Co. Ltd. via New York financier J. Pierpoint Morgan to Ellerman. Ellerman Lines Ltd. of Liverpool was the new name of the company on 31st December 1901, owning Egyptian, Arabian, Persian, Lesbian, Athenian, Algerian, Alsatian, Andalusian, Falernian, Fabian, Flaminian, Flavian, Oporto, Minho, Mexican, Almerian, Albanian, Tagus, Douro and Belgian.

The Mediterranean traders of Ellerman & Papayanni then had a mixture of names of Mediterranean ports and names ending in 'ian', but it was the latter nomenclature that mostly won out, with the steamer Cynthiana of 2,923 grt purchased in 1904 from the British Maritime Trust of Furness, Withy & Co. Ltd. and she was renamed Egyptian (2). Steamers also purchased around this time included Arabian (2), Persian (2), Austrian, Belgravian, Bosnian, Bulgarian as well as Sardinia and Alexandria. Sardinia sailed from Malta on 25th November 1908 for Alexandria with 152 deck passengers, mostly pilgrims bound for Mecca, however the ship reached only a mile offshore from Valletta when a cooking brazier caught fire, spreading embers down into number two hold full of nitrate, which quickly blazed, and the fire took hold of the rest of the cargo and the engine room, with the ship then circling out of control. The ship was abandoned by all onboard jumping into the sea, the lifeboats having been reduced to cinders, and the ship than ran aground and the fire then reduced the ship to a total wreck, with 120 lives lost including her Master, 16 crew, five European passengers, and almost one hundred pilgrims.

Further Mediterranean traders were completed for the company or purchased second hand from 1907, including Venetian, Castilian, Italian, Asturian, Douro, Estrellano, Lisbon, Favonian, Andalusian, Palmella, Mardinian, Falernian, Maronian, Malatian, Flaminian and Roumelian by the time World War I was declared in August 1914. A huge total of seventeen Mediterranean traders were lost from the fleets of Ellerman & Papayanni Line and Westcott & Laurance Line by the end of the war, with only eight Mediterranean survivors forming the nucleus of the post-war fleet of the two lines in 1919, with Bulgarian, Castilian, Italian, Roumelian, Venetian, Gulf of Suez together with City of Oxford, transferred from City Line, and Eden Hall, transferred from Hall Line.

Newbuildings during the next few years from 1919 were larger five hold Mediterranean traders such as Andalusian of 5,462 dwt, Serbino of 5,810 dwt, Fabian of 5,570 dwt, Mardinian of 4,210 dwt, Castilian of 5,440 dwt, Destro and her sister Dido of 5,050 dwt, Egyptian of 5,082 dwt, and the purchased former Woermann Line steamer Fritz built by Blohm & Voss in Hamburg in 1914. A purchase from the Shipping Controller, she was actually the first motor vessel in the Ellerman Line fleets, however

there were no spares available and the German diesel engines proved difficult in operation, with thus no recourse but to convert her to twin steam reciprocating engines propulsion within three years of her purchase. The sisters Destro and Dido of 1920 had triple expansion steam engines fed with steam from two boilers and burned 26 tons of coal daily, and had five big hatches of dimensions 31.6 feet by 16.0 feet and were equipped with a dozen derricks.

The new Algerian of 4,100 dwt from the Barclay, Curle yard on the Clyde in 1924 had a long bridge and poop deck of 184 feet in length, and was given accommodation for forty First Class passengers. Malvernian of 7,215 dwt from the Ramage & Ferguson yard at Leith was too large for the available trade to the Mediterranean when completed in 1925 and was thus transferred to Hall Line as City of Kobe. Three Ellerman City Line cargo-liners City of Lancaster of 5,173 dwt, City of Leicester of 6,030 dwt, and City of Oxford of 5,070 dwt were completed for Papayanni Line service but were actually owned by Ellerman. City of Lancaster survived World War II and was renamed Lancastrian in 1947 for her last six years of service before she was broken up at Troon in December 1953. City of Leicester was transferred to the East Coast service of Westcott & Laurance in 1942 and survived the war to be also broken up at Troon in August 1952.

The depths of the Depression had many Mediterranean traders of the 26 strong Ellerman & Papayanni Line and Westcott & Laurance Line fleets laid up, but Anatolian was completed in March 1932 at the Wallsend yard of Swan, Hunter & Wigham Richardson Ltd. as a refrigerated four hold ship with a long quarter deck hull that was different from the normal Ellerman & Papayanni Line traders. The Ellerman & Papayanni Line cargo booking office managed to find cargoes during those very difficult times for her, and for some of her fleet mates of Algerian, Andalusian, Assyrian, Bulgarian, Castilian, Cressado, Darino, Destro, Dido, Egyptian, Estrellano, Fabian, Flaminian, Gerano, Lesbian, Lisbon, Malatian, Manchurian, Mardinian, Maronian, Oporto, Palmella, Roumelian, Serbino and Volturno.

A class of six good looking five hold Mediterranean traders was completed during 1937 to 1940 of 4,275 dwt, with five from the West Hartlepool yard of William Gray & Co. Ltd. and one from the Neptune yard of Swan, Hunter & Wigham Richardson Ltd. named Malvernian, Belgravian, Corinthian, Ionian, Florian and Pandorian. The overall length was 345.6 feet, moulded beam of 50.1 feet, and moulded depth of 20.7 feet, with two decks in their hulls with the 'tween decks adapted for fruit cargoes, and a very long bridge deck. A triple expansion steam reciprocating engine boosted by a low pressure Bauer-Wach exhaust turbine with steam raised from three single ended boilers at a working pressure of 225 psi gave a service speed of 13 knots. They had seven watertight bulkheads and one non watertight bulkhead, and an array of six engine room ventilators behind the funnel and fourteen derricks on two masts and a pair of kingposts, consisting of 11 seven tonners, 2 five tonners, and a 25 ton heavy lift derrick on the foremast. Unfortunately, only Corinthian and Pandorian survived the war from this sextet, with Malvernian acting as a Navy manned ocean boarding vessel until she was bombed and set on fire on 19th July 1941 off Spain. The majority of her big crew of 164 were captured by German minesweepers when nearing land, and a total of 57 of her crew were landed at Vigo and Corunna during the following day.

Ellerman & Papayanni Line lost nineteen ships during World War II, with also one Mediterranean trader from the Westcott & Laurance Line fleet. The survivors were joined in 1947 by Anglian of 2,870 dwt from the West Hartlepool yard of William Gray & Co. Ltd. on dimensions of overall length 295.0 feet, moulded beam of 46.2 feet, moulded depth of 17.9 feet. She was powered by a triple expansion steam reciprocating engine boosted by a low pressure turbine with steam raised by two single ended boilers at a working pressure of 225 psi to give a service speed of 10.5 knots. There was accommodation for a few passengers and the crew were all quartered 'midships. She had a prominent radar mast atop the bridge, and the five hatches were served by two 10 ton, two 7 ton, and two 3 ton derricks.

Fleet rebuilding continued with five cargo-liners of 1,700 dwt in 1947/48 named Crosbian, Darinian, Lucian, Mercian and Palmelian from the William Gray, Swan Hunter & Wigham Richardson, and Henry Robb yards with three holds and three hatches. Six larger vessels of 4,175 dwt came from Sunderland and Ailsa yards in Egyptian, Ionian, Patrician, Venetian, Sicilian and Grecian, with the latter pair from the Ailsa yard and differed in that the triple expansion engine was low pressure only and double reduction geared through a hydraulic coupling. They could be identified in that their deck ventilators were mushroom type not cowled. Patrician was unfortunately sunk in the Straits of Gibraltar on 8th July 1963 in a collision with an American 'Liberty' ship.

A further six cargo-liners of 5,330 dwt were delivered during the 1950s decade in Andalusian, Maltasian, Anatolian, Castilian, Lancastrian and Almerian from the William Gray and Caledon yards. They had two decks in their hulls adapted for fruit carrying and had a big crew of 40, which put them at a disadvantage with the diesel powered Ellerman & Papayanni ships of the 1960s which needed a crew of only twenty. Florian and Flaminian of 3,550 dwt were delivered in 1955/56 by the William Gray and Henry Robb yards as five hold ships, but the smaller engines aft pair of Malatian and Catanian of 1,606 dwt had only three holds when delivered at Leith in 1958, but were adapted in 1966 to carry two dozen containers each on deck.

Flaminian collided off Gibraltar in September 1959 with the French tanker Floreal, with Flaminian set on fire by burning fuel but it did not fortunately enter her holds and was extinguished. Sister Florian had also been on fire, this time in dock at Liverpool in May 1956 when a fire broke out in her cotton cargo and she suffered buckled deck plates, with another fire in her cotton cargo six months later requiring the deck plating to be renewed. The five hold Arcadian completed in July 1960 by Henry Robb at Leith was of 4,450 dwt with two decks in her hold and a part third deck. After a 17 year career as Arcadian and as City of Famagusta, she was sold with her sister Rapallo of Ellerman's Wilson Line, then renamed City of Limassol, to Associated Levant Lines Sal of Beirut and renamed Batroun and Beiteddine respectively. They were often seen unloading fruit cargoes at Dover during their Beirut ownership until both were broken up during 1986.

Ellerman & Papayanni Line had acquired the Mediterranean trades of the Mossgiel Steamship Co. Ltd. of Glasgow with steamers with 'A' names e.g. Alhama and Alpera in October 1958 to give them a further slice of the trade. A large number of owned and chartered engines aft smaller motor vessels were then used by Ellerman & Papayanni and Westcott & Laurance during the 1960s and 1970s, including Cortian as a palletised cargo carrier for the Oporto service which could not then take containers. An octet of bareboat chartered 'Hustler' class of Sea Containers Ltd. were then taken on bareboat demise charter in 1970. The five year charters of small Dutch and Danish ships ended in 1969/70, with Estremadurian of 1,921 grt the first vessel to berth at the new Gladstone Container Terminal in Liverpool in 1968 with her deck cargo of 56 containers. The Mediterranean fleet in 1973 was down to only a dozen owned and chartered vessels, and the delivery of five Ellerman Line Mediterranean traders in 1978 saw the eight 'Hustler' class returned off charter to Sea Containers Ltd. City of Plymouth, City of Perth, City of Hartlepool, City of Ipswich and City of Oxford carried 296 TEU of containers either on deck or in their twin holds, with fifty refrigerated containers for fruit, and traded for around fifteen to twenty years or more for Ellerman in the Mediterranean trades, including charters to MacAndrews & Company and the Iceland Steamship Co. Ltd. of Reykjavik. They ran in partnership to the Mediterranean with Manchester Clipper, Manchester Faith, Manchester Fulmar, Crown

Above: The 3,122grt Corinthian was built in 1938 by Wm. Gray at West Hartlepool. On 4th April 1963 she arrived at Dalmuir to be broken up by W.H. Arnott Young & Co. *(John B. Hill collection)*

Below: The Almerian, seen here at Liverpool in April 1969, was built in 1956 by Caledon Shipbuilding at Dundee. From 1962 until 1964 she was renamed City of Leeds and in 1966 she was chartered to Cunard Line as Assyria. A second charter to Cunard in 1967 saw her renamed Asia, then in 1969 she was sold to Galaction Shipping of Cyprus and renamed Theokletos. On 28th May 1974 she arrived at Hsinkang to be broken up. *(Nigel Lawrence)*

Prince and Royal Prince on Ellerman-Prince Line service on a ten day sailing rota from Ellesmere Port.

Ellerman Lines Mediterranean services were partly taken over by Andrew Weir Shipping (AWS) in October 1991, with chartered container ships with 'City' names used e.g. City of Glasgow, City of Liverpool, City of Dublin and City of Salerno. In December 2002, the Ellerman services of AWS were sold to Hamburg Sud with the Ellerman brand name retained until 21st October 2004 when it was announced by Hamburg Sud that the Ellerman name was to be dropped from 1st January 2005 after over 100 years of operations.

MACANDREWS & COMPANY

William MacAndrew arrived in Liverpool in 1770 as a young man from Elgin in Scotland and began selling fresh fruit from Spain, Portugal and the Azores, which had arrived in small, fast chartered schooners and brigantines. William married and of his eight children, the two youngest sons, Robert and William, eventually joined him in the family business. However, this pair of brothers disagreed in the 1830s over the apportionment of the business. William remained in Liverpool and ran the family fruit importing business, and Robert moved to London. The first steamer Actor of 319 grt was completed in 1857 by T. Wingate & Company of Whiteinch in Glasgow and registered under the British flag for two years. She arrived at Alicante on 18th August on her maiden voyage under the command of Capt. Horatio Darling. She was transferred to the Spanish flag in 1859 and renamed Cervantes and had a long career of forty years in the Spanish fruit trade, being sold to Spanish owners in 1885 and destroyed by fire in October 1901.

Miguel Saenz y Cia was set up in 1863 in Seville as the Spanish subsidiary with two small steamers. Later a Barcelona shipowning subsidiary was set up as Jose Roca y Cia. Fruit imports were now obtained from all of the Spanish Mediterranean ports, with the first branch house in Denia followed by Almeria, Barcelona (Head Office), Burriana, Cartagena, Gandia, Malaga, Tarragona and Valencia, with ports of call on the north coast at Bilbao and Gijon. Robert MacAndrew retired from his London shipowning company in 1868, and three years later two sons of his brother William were admitted as partners, thus healing the rift between the Liverpool and London sides of the company.

The last steamer of a forty ship programme for Spanish registry was completed in 1872 ten years after the first ship, and were registered in Seville, Gijon or Barcelona, with only one named Pelayo of 1,809 grt completed in 1872 for British registry, followed by Dante and Petrarch of 870 grt completed at Seacombe for the Red Duster. The steamer Tasso of 1,669 grt was completed in July 1874 as the first ship from John Readhead & Sons of South Shields for the company. She had dimensions of 260.0 feet by 34.0 feet by 22.6 feet and was propelled by a compound steam engine by the builders. A sixteen ship programme over seven years of new ships for Spanish registry was completed in 1884, with only one for British registry in Vasco da Gama of 1,538 grt built at Dundee in 1879.

Gravina and Churruca of 1,242 grt were completed by Readhead in 1886 with the first triple expansion steam reciprocating engines, followed a year later by the steel hulled Ariosto and Tasso of 2,920 grt from the Russell yard at Port Glasgow. The Gateshead yard of Wood, Skinner completed Balboa and Campeador of 1,320 grt for the Spanish flag in 1894 but were transferred to the Red Duster four years later. The combined Spanish and British fleets in 1900 numbered thirty steamers, with 23 under the Spanish flag and seven under the Red Duster including Arana and Pinta of 1,470 grt, and Cid and Pelayo of 1,533 grt.

The combined Spanish and British MacAndrews fleets numbered 21 steamers in 1910 with a dozen under the Spanish flag and nine under the Red Duster, including Velazquez of 1,344 grt, sisters Almagro and Luque of 1,390 grt, and Ciscar of 1,530 grt. The combined fleets at the outbreak of war in August 1914 numbered 18 steamers, with ten under the Spanish flag in Alvarado, Arana, Bravo, Cid, Ciscar, Fortuny, Pelayo, Pinta, Pizarro and Velazquez, with eight under the Red Duster in Almagro, Balboa, Campeador, Cortes, Gravina, Luque, Valdes and Zurbaran. Several of this fleet became war losses by 1917, including Gravina, Zurbaran, Valdes, Almagro, Pelayo, Campeador and Cortes. The last ship was transferred from Spanish registry to the Red Duster in 1917, and a purchase offer was then accepted from the Royal Mail Group of Sir Owen Philipps, later Lord Kylsant, with a new company set up on 17th April 1917 as MacAndrews & Co. Ltd. with a capital of £400,000 in £1 shares. The last MacAndrew family member, William J. MacAndrew, then retired as a partner in 1919.

Ten new ships were purchased in 1919/20 to rebuild the fleet from the standard

designs of the war including Almagro, Alvarado, Arana, Carpio, Cervantes, Churruca, Cid, Ciscar, and Colon of 2,500 grt, and a smaller type renamed Cortes of 1,389 grt. The diesel engine powered engines aft Pinzon and Pizarro of 1,200 grt were completed in 1921 by the Beardmore yard in Glasgow with six cylinder Italian Tosi diesels of 1,250 bhp, and in addition three German fruiters of the Oldenburg-Portuguese Line were acquired from the Shipping Controller and renamed Castelar, Cano and Cisneros.

Glynn Line Ltd. of John Glynn & Sons of Liverpool was taken over in 1923 together with their two new ships, Florentino and Ravens Point, and were almost exact sisters of eight ships already owned by the company. Three engines aft steamers were purchased from the Bromport Steamship Co. Ltd. and renamed Bazan, Balboa and Boscan. The last black hulled steamer was completed for the company in 1926 at Antwerp as Cisneros of 1,886 grt. Five engines 'midships motorships were completed in 1927/28 by the Govan yard of Harland & Wolff Ltd. as Pacheco, Palacio, Pelayo, Pinto and Ponzano and were given white hulls. They were very economical in fuel consumption to run on their regular route to Malaga, Valencia and other Mediterranean ports at a service speed of twelve knots.

Twenty two ships were owned in 1932, and later in December 1935 Andrew Weir & Company acquired the company from the Royal Mail Group for their United Baltic Corporation (UBC). Royal Mail Group was technically bankrupt following the imprisonment of its Chairman, Lord Kylsant, for two years on fraud and deception charges. The many shipping lines that formed the Royal Mail Group had to be sold off piecemeal as and when buyers appeared. Initially no changes were made by Andrew Weir & Company to the 21 ships taken over.

A joint Macandrews-Yeoward Line service began operating in 1938 to bring home bananas and fruit from the Canary Islands. The Yeoward Line fleet consisted of Ardeola, Aguila, Alondra, Avoceta and Alca, and had just lost the firm's founder Richard J. Yeoward at the age of 72 years, who had died peacefully in his sleep on 31st May 1937. Two new Doxford built motorships, Pozarica and Palomares, entered service in early 1938 to Cadiz, Seville and Malaga with accommodation for a dozen passengers in three double and six single berth cabins, with cheap fares of around £1 per day for a round voyage. The Second World War was begun with MacAndrews & Company fleet strength at twenty ships, nine of these being motorships. The small fruiters were ideal for conversion into useful anti-aircraft ships and convoy rescue ships and were quickly requisitioned by the Admiralty. Florentino was purchased in May 1940 for use as a blockship at Zeebrugge to block the harbour to the advancing German Army. Churruca was one of the others requisitioned for use as stores ships by the Admiralty, and was bombed and sunk at Alexandria, but was raised and returned to service. Ravens Point was damaged by sabotage in her cargo on two occasions, and had a hole blown in her hull on 15th September 1942 by a limpet mine off the North Mole at Gibraltar. Palacio was one of the fleet that served at the Normandy landings, and half of the fleet (10 ships) was lost to enemy action including Ponzano, Ciscar, Cortes, Cervantes, Calderon, Pelayo, Pozarica as an A.A. vessel, and Pinto as a convoy rescue ship. 104 company seafarers were killed in action during the war with 14 decorated for bravery including two George Medals and five MBEs.

The company express services to Gibraltar and Barcelona were resumed in 1947/48 with two new motor vessels, Pinto and Playo, of 3,422 dwt and a service speed of 15 knots from the Pallion yard of Doxford in Sunderland. They were later fitted with accommodation for four passengers in two double berth cabins. Fleet strength was now twelve ships, and flights to Spain could be booked via the recently formed MacAndrews Airways Ltd. Empire Dove had been taken as an incomplete prize at the end of the war and was managed by the company and then purchased in 1953 and renamed Pozarica, and a Swedish owned ship built on the Tees in 1948 was purchased and renamed Ponzano. The latter ship was transferred to the United Baltic Corporation (UBC) fleet in 1960 and renamed Baltic Spray.

The first of eight 'V' class fleet replacements was completed as Velazguez in Germany in November 1954, and was followed by her sister Valdes one month later. They were developments of the engines 'midships Baltic Exporter class of UBC with accommodation for a dozen passengers and better cargo handling gear for the Spanish and Italian trades. The parent company had put their unique requirements to the design teams of German yards for two types of ship, one engine 'midships and one engine aft, which could both be used in the Baltic trades of UBC and the Mediterranean trades of MacAndrews & Co. Ltd.

Above: The 2,196grt Velazquez of MacAndrews was built in 1954 by Nobiskrug at Rendsburg. In 1968 she was sold to Ocean Shipping & Enterprises Inc. and renamed Ocean Trust and in 1969 she moved to Tunas (Hong Kong) Ltd. as Sumber Tunas II. On 19th September 1977 she suffered a serious fire off The Philippines and sank while in tow two days later. *(John B. Hill collection)*

Below: The 2,049grt Verdaguer of MacAndrews was built in 1958 by Krogerwerft at Schacht-Audorf. In 1971 she was sold to Ursa Comercio Maritimo Cia SA and renamed Ursa. In 1974 she was sold to Losinjska Plovida without changing her name and she kept her name in her final move to Western Coast Shipping in 1991. On 26th December 1991 she arrived at Alang to be broken up by Madhav Industrial Corporation. She is seen here at Liverpool in September 1967. *(Nigel Lawrence)*

Three engines aft motorships of 1,605 dwt entered service in 1955 as Valdivia, Villegas and Vives and were almost identical to the Baltic Clipper class of UBC. The last company steamer, Ravens Point of 1918, was sold for further service to British owners in 1956. Three examples of a larger engines 'midships 'V' class were delivered between 1957 and 1959 as Velarde, Verdaguer and Vargas of 2,740 dwt and powered by M.A.N. diesel engines to give a service speed of 16 knots. Vargas was partially adapted for the carriage of wine. Four engines aft 'P' class were delivered during 1961/63 as Pelayo, Palomares, Pacheco and Palacio, with the last pair having steel tanks for the carriage of wine to Sheerness. The first three of the class were built at Grangemouth and were powered by 8 cylinder Mirrlees oil engines, while Palacio was built by the Krogerwerft yard at Rendsburg on the Kiel Canal and was powered by a 9 cylinder M.A.N. diesel engine. Pelayo stranded on Livorno breakwater on 14th January 1959 while on Glynn Line service but was salved and refitted.

The MacPak service between Southampton and Bilbao was inaugurated in April 1967 by the ro-ro ferry Patricia on all year round service as the first container service between the U.K. and Spain. It was later extended to the Liverpool-Bilbao service using chartered tonnage and then by Cervantes and Churruca as fixed guides container ships, built in 1968 at Grangemouth and lengthened in 1969/70 to carry 100 containers including 20 reefers with 35 stowed on deck and the remainder in the holds. They had a lack of positive stability especially at the end of a five day voyage to the Eastern Mediterranean or the Canaries, where they loaded frozen containers with butter and open sided containers with potatoes in the islands.

The containerisation of the Spanish services led to the sale during 1971/73 of several ships to foreign owners, and reduced the fleet to only three ships by 1973 in Palacio of 1961, and Cervantes and Churruca of 1968. A conventional cargo service was operated from Sheerness to Cadiz, Seville, Gibraltar, Tangiers, Casablanca, Safi and Agadir by Palacio and Baltic Viking, and this trio were then registered under UBC ownership in 1977, with Palacio finally sold off at the end of that year. Greater ro-ro and container capacity was offered by the new ro-ro Goya for the integrated road/sea MacPak service from Southampton to Bilbao in 1977 from the Nobiskrug yard in Germany.

Cervantes and Churruca completed their Liverpool to Spain service in late 1976 and were laid up, with Cervantes chartered to Fred. Olsen Line in February 1977 from Felixstowe to the Canaries via Rotterdam and the Victoria Terminal at Greenwich on occasion. The service was fortnightly to Tenerife and Las Palmas and occasionally to Arrecife. She had been fitted with ice knives around the propeller boss to try and reduce the excessive vibration at full speed. Churruca remained in lay up at Hull and made only one more voyage for the company under Capt. C. A. Felgate from Liverpool to Bilbao in the Spring of 1978 but was laid up again with mechanical problems until her sale in May 1979.

Goya and the last pair of 1968 sisters, Cervantes and Churruca, were sold off by the end of 1979, and this meant that the Iberian trade of MacAndrews & Co. Ltd. would then be carried only in chartered ships. A new pair of Dutch built container ships, Palacio and Pacheco of 354 TEU container capacity, were completed in 1985 for Persian Gulf, Indian Ocean and Far East charters, and were only briefly used on Mediterranean services in between charters from Felixstowe. This pair were sold off in 1992 to German owners, and were replaced by four Ellerman Mediterranean traders with the partial purchase of the Ellerman Mediterranean services from Cunard-Ellerman. The core business MacPak service from U.K. ports and Dublin to Bilbao was referred to as AWS Iberian Services from 2001. One of the quintet of Ellerman Mediterranean traders used the traditional names of Cervantes and Pacheco, and was supplemented by chartered ships such as Pelayo of 4,628 grt and built in 1995 for Draxl of Germany and renamed as City of Oporto.

CUNARD LINE MEDITERRANEAN SERVICES

Samuel Cunard (1787-1865) was born in Nova Scotia of a Welsh family of Quakers, and with a number of investors formed the British & North American Royal Mail Steam Packet Company, the forerunner of Cunard Line, to operate the first steamer Britannia of 1,156 grt on Transatlantic service in July 1840 from Liverpool to Halifax (NS) and Boston. The British & Foreign Steam Navigation Company was established in 1851 at Glasgow to operate Mediterranean services. Sir George Burns and Charles MacIver, both of Glasgow, owned several of the Cunard Mediterranean steamers that were chartered to the British & Foreign Steam Navigation Company, with Burns supervising ship construction while MacIver and his elder brother David were responsible for the day to day management of the service.

The steamers Margaret of 700 grt built by Caird of Greenock in 1839, and Shamrock of 714 grt built by Caird in 1847, and British Queen of 773 grt completed in 1849, were the first steamers on the Cunard Mediterranean service to Constantinople and the Levant. Balbec of 774 grt was completed in 1853 by Denny of Dumbarton for the same service together with her larger sisters Taurus, Teneriffe and Karnak for the Levant trade, with nine ships passing into British & Foreign Steam Navigation Company ownership in 1855 after service during the Crimean War. These were the clipper bowed Alps of 1852, Andes of 1852, British Queen of 1849, Damascus of 1855, Lebanon of 1854, Karnak of 1853, Teneriffe of 1853, Melita of 1853 and Taurus of 1853.

The steamer Lebanon was acquired from Robert Sloman of Hamburg in 1855 but was not included in the fleet of the British & Foreign Steam Navigation Company, and instead spent part of her time on Transatlantic service as a relief or extra vessel. Jura, Etna, Niagara and Andes were four Cunard ships used to transport 18,500 troops from Genoa to the Crimean War in 1855 on the orders of King Victor Emanuel II of Sardinia, a total of eleven Cunard ships had been requisitioned during the Crimean War. They returned to the Levant trade in 1856 along with Stromboli of 1856, Italian of 1855, Damascus of 1856, and were followed by a class of eight very similar ships for the Levant trade in Palestine of 1858, Atlas of 1860, Olympus of 1860, Marathon of 1862, Hecla of 1860, Kedar of 1860, Sidon of 1861 and Morocco of 1861.

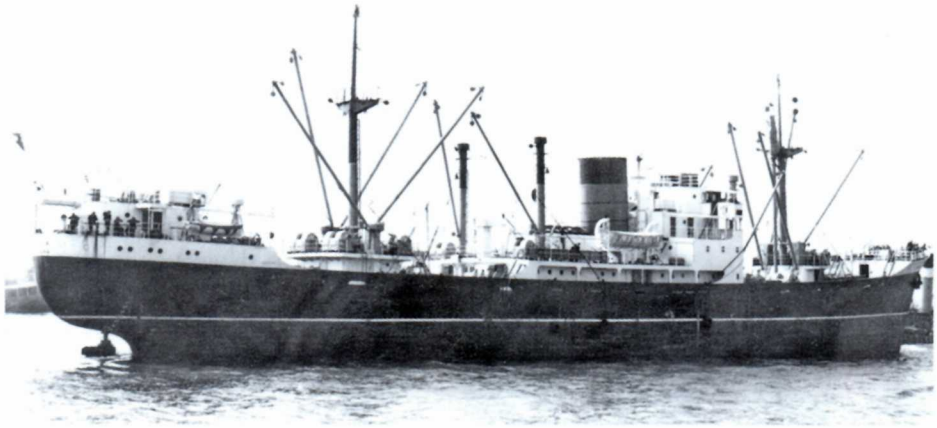
Corsica of 1,134 grt was built by J. & G. Thomson of Glasgow in 1863 for the Mediterranean service to Italy, Sardinia and Corsica. A step up in size to 2,050 grt was made for Aleppo of 1865, Tarifa of 1865, Malta of 1866, Tripoli of 1865, Palmyra of 1866, Saragossa of 1874, Cherbourg of 1875, and to 3,000 grt for Pavia of 1897, Tyria of 1897 and Cypria of 1898. Veria and her sister Brescia from yards on the Tyne and Wear were completed at the turn of the century of 3,259 grt, but while Veria became a war loss in 1917, Brescia sailed on to the Mediterranean to complete thirty years of trading.

Four Cunard Mediterranean liner traders were purchased between 1909 and 1911 in Phrygia of 3,352 grt, Thracia of 2,891 grt, Lycia of 2,715 grt and Caria of 3,032 grt. Five of these traders to the Levant were attacked or lost during World War I in Caria, Veria, Lycia, Thracia and Phrygia. The Liverpool service to all of the principal ports of the Mediterranean were resumed in 1919 with five survivors. The addresses of the company agents in the Mediterranean were:-

Gibraltar	102 Main Street
Constantinople	Icin Merkez Rihtim 34
Genoa	Via Cairoli 16
Livorno	Piazzi Gracour 94
Lisbon	Garland, Laidley & Co. Ltd.
Oporto	Garland, Laidley & Co. Ltd.
Vigo	Garland, Laidley & Co. Ltd.
Naples	Via Guglielmo Sanfelice 59
Nice	Promenade des Anglais 11
Palermo	Piazza Marina 94
Piraeus	Panos D. Panaguli
Patras	Panos D. Panaguli
Civitavecchia	Via del Tritone 155
Suez	G. Beyts & Company
Trieste	Via del Mercato, Vecchio 2

Above: The 2,402grt Bactria was built in 1928 by J.L. Thompson at North Sands for America-Levant Line. She moved to Cunard in 1931. In 1954 she was sold to Cia Isla Bella Ltda of Costa Rica and renamed Theo and in 1958 she joined Capital SA of Uruguay as Catalina S. In 1962 she had a brief spell as Bahamas Pearl before joining National Shipping of Trinidad, reverting to Catalina S. On 21st December 1962 she was wrecked near San Juan, Puerto Rico. *(John B. Hill collection)*

Below: The 3,534grt Phrygia was built in 1955 by Wm. Hamilton at Glen Yard. In 1965 she was sold to Firgounes SA and renamed Dimitris N. In 1974 she joined Kai Fah Maritime SA as Asia Developer and in 1975 she became Fong Chi of Shun Fong Maritime SA. On 9th February 1975 she capsized at Kaohsiung and was subsequently broken up there. *(John B. Hill collection)*



Venice Riva Schiavoni 4191
Zagreb (Danube) Vrhovceva 15

Four Mediterranean traders were completed between March and June 1928 by the J. L. Thompson yard at North Sands in Sunderland as Bactria, Bantria, Bosnia and Bothnia of 2,407 grt and 3,500 dwt with 200,000 cubic feet of hold space. Triple expansion steam reciprocating engines burned coal from bunkers of 114 tons to give a service speed of 11 knots. However, this quartet also served on a Transatlantic to Mediterranean trade of the Cunard America-Levant Line as well as from Liverpool, Swansea and Glasgow to Gibraltar, Spanish, French Mediterranean, Italian, Adriatic, Greek, Turkish, Black Sea and Levant ports, giving their crew of 30 plenty of opportunities to see many ports of the world.

Bosnia became the second British war loss of World War II when sunk by Prien of U47 in the Bay of Biscay two days after the liner Athenia of Donaldson Line had been sunk on the first day of the war. The three sisters of Bosnia fortunately survived the war and continued trading to the Mediterranean and the Black Sea until they were sold off during 1954/56.

A standard engines aft C1-M-AV1 type of 3,834 grt and 5,925 dwt was purchased in 1945 as Hickory Isle and was renamed Brescia (2). The Cunard Mediterranean fleet was expanded with a trio in 1953/54 from the William Hamilton yard at Port Glasgow of 3,411 grt and 4,340 dwt named Pavia (2), Lycia (2) and Phrygia (2). They carried 7,250 cubic feet of refrigerated cargo, with the bridge house of Pavia being one deck lower than her two sisters, and they were motorships fitted with four cylinder 2SCSA Doxford oil engines giving a service speed of 13 knots. They gave over ten years of service before all three were sold to the same Greek owner in 1966, and were replaced by the chartered Johanna and Leabeth.

Chartered tonnage continued to be used on the Cunard Mediterranean service until Cunard via its parent of Trafalgar House Plc purchased the Ellerman shipping, brewing and business interests for £24.1 million to create Cunard-Ellerman in 1987. Five Ellerman engines aft motorships built at Appledore in Devon during 1978/81 carrying 296 TEU of containers with Ellerman 'City' names continuing the Cunard name in the Mediterranean until the last of the quintet was sold off in the mid 1990s. The famous name of Cunard was then carried on by sun seeking cruise liners operating from Miami to the Caribbean and on Round the World cruises, as well as on other types of adventure cruising ships.

MANCHESTER LINERS MEDITERRANEAN SERVICES

The famous Canadian service of Manchester Liners Ltd. had operated from Manchester to Montreal and later to Canadian Great Lakes ports for over 70 years when Prince Line withdrew in late 1968 from sailings from Manchester, and Manchester Liners then took over their agents Gough & Crosthwaite. The container ship Manchester Merit took her first Mediterranean container sailing in 1971 to open up a route as far as Israel, with Piraeus in Greece following in 1974. In July 1975 a new service was established to Iranian ports via the Mediterranean ports of Piraeus, Iskenderun (Turkey), Lattakia (Syria), Larnaca and Limassol (Cyprus) and Haifa in Israel. The ports were served by chartered container vessels such as the German flag Manchester Faith, the Spanish flag Manchester Merit, and the sisters Manchester Vigour and Manchester Zeal from the Appledore shipyard in Devon in 1973.

The Johnston-Warren Line service to Greece and the Black Sea had ceased in 1969/70. A container capacity of up to four hundred TEU of containers loaded into the guides of three cellular holds or on deck in very economical chartered ships began to take trade away from competitors. These chartered ships had 'MANCHESTER LINERS' emblazoned on both sides of their hulls.

On the evening of 13th February 1980, Furness, Withy (Shipping) Ltd., the parent company of both Manchester Liners Ltd. and Prince Line, was taken over by C. Y. Tung of Hong Kong for £4.20 per share.

Crown Prince and Royal Prince had been completed in 1979 by the Walker Naval Yard of Swan Hunter Shipbuilders on the Tyne as the last ships on the Prince Line Mediterranean service. Container capacity of this pair was 288 TEU of containers with 156 containers in two fixed guides cellular holds. A service speed of 15 knots was obtained from a three cylinder 2SCSA Doxford opposed piston oil engine of 5,500 bhp. They had an advanced Loadmaster computer to allow forward planning and stowage of the

Above: The 3,414grt Manchester Merit was built in 1970 by Basse-Sambre-Corcho at Santander as Manchester Merito but entered service as Manchester Merit. In 1972 Manchester Liners renamed her Fortuna for service with 74 Frontier. In 1975 she was sold to Chelwood Shipping and renamed Kathleen and in 1987 she joined Kudu Enterprises as Kudu. In 1990 she was converted into a cement carrier by Soc. Italiana di Navegazione and renamed Cement Two. In 1996 she was sold to Jukingor Marine and renamed Fortune R and in 1998 she joined Cement Trading Inc. as Libera. In 2010 she moved to Suriname Shiphandling Ltd. and was renamed Rudisa Global. She is still in service with them. *(John B. Hill collection)*

Below: The 1,599grt Manchester Crown was built in 1979 by Swan Hunter at High Walker as the Crown Prince for Prince Line. She was renamed Manchester Crown in 1983 and in 1985 she was sold to Plenitrade Shipping and renamed Thai Amber. In 1988 she joined OOCL as OOCL Advance and in 1993 she became HMM Advance, owned by Benton Shipping but managed by OOCL. In 1994 she reverted to OOCL Advance and later that year she joined GF Investments as Jin Fa. On 5th November 1999 she arrived at Mumbai to be broken up. *(John B. Hill collection)*

Bottom: The 5,310grt Manchester Vigour was built in 1973 by Appledore Shipbuilders. In 1975 she was chartered to Cargo Lines as Cargo Vigour and in 1980 she was sold to Cie. Maritime d'Affretments of Marseilles and renamed Ville d'Orient. In 1984 she joined Islamic Development Bank as Benwalid and the following year she was converted into a livestock carrier. In 1997 she moved to Pollux Shipping as Pollux and in 2016 she was sold to Gigi Marine of The Lebanon and renamed Regal. They renamed her Fidelity later that year and she is still in service with them today.

containers, which could be stacked three high on deck.

In June 1982, Royal Prince was involved in the rescue of British subjects from war torn Beirut, picking them up from the small port of Jounieh to the north. Manchester-Prince Line through services from Malta were then terminated at Piraeus and other ports until the battles in Beirut subsided two months later.

Competition with Ellerman Lines to the Mediterranean had intensified by the late 1970s, and the two lines then decided to co-operate, with Ellerman feeding Manchester Liners container ships with cargo from Portugal, and by taking further trade from other foreign competitors forced one of these out of business. Thus, in 1982, the Mediterranean services of Prince Line and Manchester Liners were merged to become Manchester-Prince Line. In July 1983, a combined Mediterranean service was started by Manchester-Prince Line, Ellerman Line and Zim Israel Line, with a service from the North West ports of Ellesmere Port and Dublin, and another from London. Ellerman Line and Zim Israel Line already operated from Ellesmere Port, but for Manchester Liners it meant the sad closure of its original services from Manchester. Crown Prince was renamed Manchester Crown, and her sister Royal Prince was renamed City of Oporto, and they ran in a joint service with three Ellerman sisters of 4,200 dwt plus Zim Line chartered vessels. The two Prince Line container ships were sold off in 1985 to Far East interests for service on their 15 day container route between Bangkok and Hong Kong, with only the Manchester Trader still trading.

POSTSCRIPT

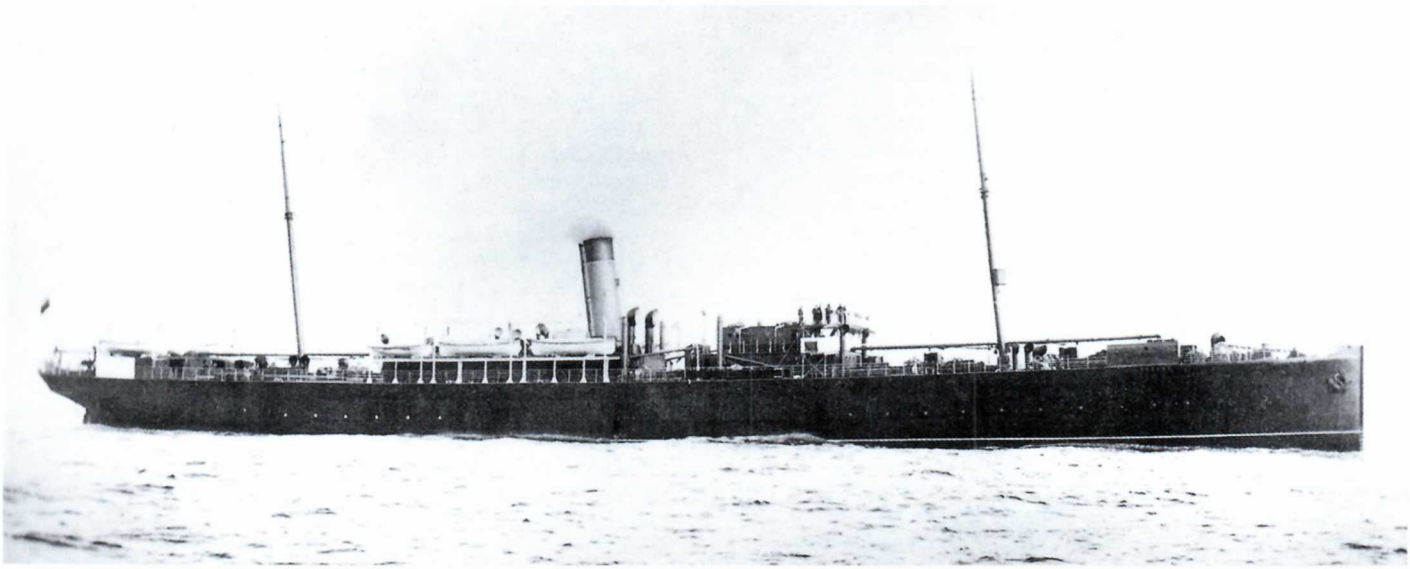
The Mediterranean fleets described in this article span a period of two hundred years from 1820 to 2020, but it is very pleasing to see that British ships still sail on liner voyages to the Mediterranean today. MacAndrews & Company were always very eager to emphasise their long history in a slogan of 'Two Centuries of Trading'. The distance from Gibraltar to Port Said is a very long 1,927 nautical miles, thus the freight rates and fuel costs for Egypt and the Levant are very much higher than those to Portugal and Seville. Greece has two thousand islands and many small ports as well as the main ports of Piraeus, Patras and Thessaloniki, and to the big Mediterranean islands of Sicily, Corsica and Sardinia must be added the four Balearic islands and many others such as Cyprus, Malta and Pantellaria. The Mediterranean and Black Sea have very many small and large ports with an attendant real risk of going aground on sandy bars or rugged rocky shores. This article is a tribute to the many British shipowners and seafarers that made the fabled 'Middle Sea' of the Mediterranean their own for a very long period of over two centuries, and to those still trading there.

80 YEARS AGO

Significant British Merchant Ships lost in May 1941

Date	Name	Built	GRT	Owners	Position	Lives lost
1	Nerissa	1926	5,583	Bermuda & W.I. SS Co.	Torpedoed (U-552) off Inistrahull, Co. Donegal	207
1	Samso	1931	1,494	Ministry of War Transport	Torpedoed (U-103) SW of Freetown, Sierra Leone	1
2	Parracombe	1928	4,698	Stanhope SS Co.	Bombed and sunk 9.5nm off Cape Bon, Tunisia	26
3	Corbet	1909	468	Alexander King Ltd.	Mined in the Mersey	8
3	Wray Castle	1938	4,253	Rowan David & Co.	Torpedoed (U-13) off Freetown, Sierra Leone	1
4	Domino	1925	1,453	Ellerman Wilson Line	Bombed and sunk in Liverpool	
4	Elstree Grange	1916	6,572	Houlder Bros.	Bombed in Liverpool, declared a CTL and scrapped	7
4	Malakand	1919	7,649	Brocklebank Line	Bombed and sunk in Liverpool	
5	Fair Head	1906	1,718	Ulster SS Co.	Bombed and sunk in Belfast	2
5	Queen Maud	1936	4,976	Queen Line	Torpedoed (U-38) off Freetown, Sierra Leone	1
5	Royston	1929	2,722	Granta SS Co.	Bombed 17nm E of Kilnsea, River Humber, sank next day	
6	Dunkwa	1927	4,752	British & African SN Co.	Torpedoed (U-103) 216nm NW of Freetown, Sierra Leone	8
6	Oakdene	1936	4,255	Dene Shipping Co.	Torpedoed (U-105) in N Atlantic	
6	Surat	1939	5,529	P&O	Torpedoed (U-103) NW of Freetown, Sierra Leone	3
7	British Emperor	1916	3,663	British Tanker Co.	Sunk by German raider Pinguin in Indian Ocean	44
7	Ixion	1912	10,263	Blue Funnel Line	Torpedoed (U-94) off Iceland	
8	Marton	1933	4,969	Kaye, Son & Co.	Bombed at Liverpool, declared a CTL and scrapped	
8	Ramillies	1927	4,553	Cory Bros.	Torpedoed (U-97) in N Atlantic	29
8	Trentino	1919	3,079	Ellerman Wilson Line	Bombed at Liverpool, declared a CTL and scrapped	
9	Bengore Head	1922	2,609	Ulster SS Co.	Torpedoed (U-110) E of Cape Farewell, Greenland	1
9	City of Winchester	1917	7,120	Ellerman City Line	Torpedoed (U-103) 400nm SSW of Cape Verde Islands	6
9	Empire Song	1941	9,228	Ministry of War Transport	Mined off Malta	18
9	Esmond	1930	4,976	Donaldson Line	Torpedoed (U-110) E of Cape Farewell, Greenland	
9	Gregalia	1929	5,802	Donaldson Line	Torpedoed (U-201) ENE of Cape Farewell, Greenland	
10	Empire Caribou	1919	4,861	Ministry of War Transport	Torpedoed (U-556) 465nm SW of Reykjanes	34
11	City of Shanghai	1917	5,828	Ellerman City Line	Torpedoed (U-103) off St. Paul Rocks, S Atlantic	8
11	Somerset	1918	8,790	Federal SN Co.	Bombed and sunk W of Ireland	
12	Fowberry Tower	1929	4,484	Anglo-Australasian SN Co.	Bombed and sunk in Humber Estuary	6
12	Rawnsley	1940	4,998	Stephens & Mawson	Bombed and sunk in Ierapatra Bay, Crete	
12	Richard de Larrinaga	1916	5,591	Larrinaga SS Co.	Torpedoed (U-57) 15nm SE of Ballycotton, Co. Cork	35
13	Benvrackie	1922	6,434	Ben Line	Torpedoed (U-105) off W Africa	
13	Somersby	1930	5,170	Sir R. Ropner	Torpedoed (U-111) SW of Reykjavik	
14	Rabaul	1916	6,809	W.R. Carpenter	Sunk by German raider Atlantis off South West Africa	6
15	Benvenue	1927	5,920	Ben Line	Torpedoed (U-105) 420nm W of Freetown, Sierra Leone	2
16	Archangel	1910	2,448	London & NE Railway	Bombed and sunk off Aberdeenshire	17
16	Logician	1928	5,993	T. & J. Harrison	Bombed and sunk in Cruda Bay, Crete	6
16	Rodney Star	1927	10,583	Blue Star Line	Torpedoed (U-105) SW of Freetown, Sierra Leone	
17	Statesman	1923	7,939	T. & J. Harrison	Bombed and sunk W of Ireland	1
18	Begerin	1937	483	H. Wilson	Bombed and sunk in Bristol Channel	
18	Piako	1920	8,283	New Zealand Shipping Co.	Torpedoed (U-107) W of Monrovia	1
19	Empire Ridge	1941	2,922	Ministry of War Transport	Torpedoed (U-96) 90nm W of Bloody Foreland, Co. Donegal	33
19	Winkfield	1919	5,279	British India SN Co.	Mined in Thames Estuary	11
20	British Security	1937	8,470	British Tanker Co.	Torpedoed (U-556) S of Cape Farewell, Greenland	53
20	Cockaponset	1919	5,995	Lamport & Holt Line	Torpeoded (U-556) S of Cape Farewell, Greenland	
20	Darlington Court	1936	4,974	Court Line	Torpeoded (U-556) S of Cape Farewell, Greenland	28
20	Harpagus	1940	5,173	J. C. Harrison	Torpedoed (U-109) 250nm SSE of Cape Farewell, Greenland	58
20	Javanese Prince	1926	6,734	Prince Line	Torpedoed (U-138) 155nm NW of Lewis	6
20	Norman Monarch	1937	4,718	Monarch SS Co.	Torpedoed (U-94) 200nm SSE of Cape Farewell, Greenland	16
20	Rothermere	1938	5,356	Donaldson Line	Torpedoed (U-98) 300nm SE of Cape Farewell, Greenland	22
20	Starcross	1936	4,662	Exmouth SS Co.	Torpedoed (Italian sub. RM Otaria) in N Atlantic	
21	Marconi	1917	7,402	Kaye, Son & Co.	Torpedoed (U-98) 270nm SE of Greenland	22
21	Tewkesbury	1927	4,601	Alexander Shipping Co.	Torpedoed (U-69) off Brazil	
22	Barnby	1940	4,813	Rowland & Marwood SS Co.	Torpedoed (U-111) SW of Iceland	2
22	Ben Veg	1914	159	Ramsey SS Co.	Collided with Brittany (Royal Mail Lines) off Isle of Man	
22	British Grenadier	1922	6,888	British Tanker Co.	Torpedoed (U-103) SW of Freetown, Sierra Leone	
24	Trafalgar	1924	4,530	Glen & Co.	Sunk by German Raider Atlantis of South West Africa	12
24	Vulcain	1911	4,362	Ministry of War Transport	Torpedoed (U-38) in mid S Atlantic	7
25	Helka	1912	3,471	Euxine Shipping Co.	Bombed and sunk off Libya	2
27	Colonial	1926	5,108	T. & J. Harrison	Torpedoed (U-107) 200nm WNW of Freetown, Sierra Leone	
29	Empire Storm	1941	7,290	Ministry of War Transport	Torpedoed (U-557) in N Atlantic	3
29	Tabaristan	1914	6,251	Strick Line	Torpedoed (U-38) off Freetown, Sierra Leone	21
30	Empire Protector	1922	6,183	Ministry of War Transport	Torpedoed (U-38) off Liberia	5
30	Silveryew	1930	6,373	Silver Line	Torpedoed (U-106) off Cape Verde Islands	3
30	Westavon	1929	2,842	Westwick SS Co.	Mined in Thames Estuary	
31	Clan Macdougall	1929	6,843	Clan Line	Torpedoed (U-106) N of Cape Verde Islands	2
31	Gravelines	1925	2,491	Ministry of War Transport	Torpedoed (U-147) off Bloody Foreland, Co. Donegal	11
31	Sire	1938	6,664	Saguenay Terminals Ltd.	Torpedoed (U-107) SW of Freetown, Sierra Leone	3

PACIFIC STEAM NAVIGATION'S POTOSI
UNDER THREE FLAGS



The Potosi during her sea trials in the brief period that she sailed under this name before being sold to Russia.

This ship was one of two ordered from J. Wigham Richardson Co. Ltd. at Low Walker by the Pacific S.N. Co. Ltd. in February 1899 at a contract price of £97,026 of which the shipyard made a profit of £1,926-11s-3d.

Launched on 13th June 1900 by Mrs. Tweedy, the wife of one of the directors of the shipyard, this twin screw 5,971 grt steamer, ran trials off the Tyne in August achieving 13.55 knots.

At this time a delegation from the Russian Volunteer Fleet were in the region looking to acquire ships. Due to a decline in trade Pacific S.N. Co. Ltd. sold the ship for £109,000.

She was hurriedly converted into a transport for 30 Officers and 2,000 troops and renamed Kazan, sailing from the Tyne under the command of Capt. Smelski for Odessa on 17th September, where she loaded stores and troops, for the garrison at Port Arthur and was placed under the command of the Russian Admiral for the Far East. During her early career she was used to transport forced labour and prisoners to Siberia to complete the Siberian railway.

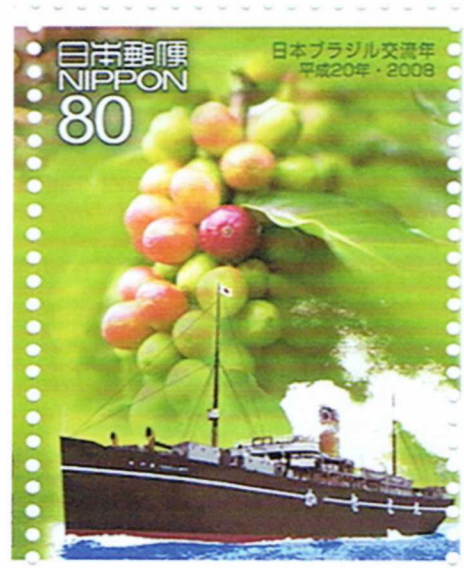
When the Russo-Japanese war broke out in 1904 she was at Vladivostok, and was re-designated as a coal carrier for the cruiser squadron. Later that year she was damaged by Russian shelling and later sank at Port Arthur.

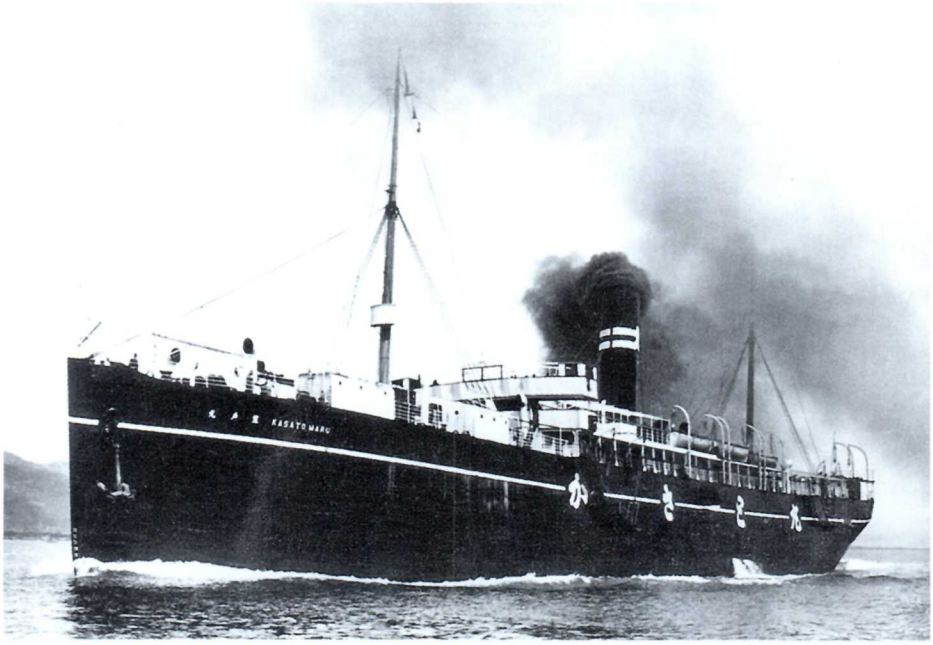
She was salvaged by the Japanese Navy and renamed Kasato Maru, and used to repatriate their soldiers back from Manchuria.

In 1905 Toyo Kisen chartered the ship to serve on its Pacific route to South America. Three years later, on 28th April 1908, she carried the first party of 781 Japanese emigrants to Santos, Brazil, when Japan was going through a depression.

This emigration snowballed and is famous in Japanese folk law, because by 1980 over 780,000 had relocated.
To commemorate the 100th anniversary of the first emigrants to Brazil, the Japanese Post Office issued a stamp featuring a graphic of the ship (below).

A painting of the Kasato Maru in the colours of Toyo Kisen which she wore from 1905 until 1910.





The Kasato Maru in the colours of Osaka Shosen K.K. for whom she sailed from 1910 until being sold to Shinko Suisan K.K. in 1933.

1910 saw her with a new charter to Osaka Shosen K.K. and placed her on the Kobe-Keelung run. Two years later she was bought by her operators and was to remain under their ownership for the next 21 years.

With accommodation for 36 first, 40 second and 451 third class passengers she was placed on the highly profitable westbound South American route via Cape Town from 1916.

When the Japanese Exclusion Act was passed in the United States Congress in 1924, the Kasato Maru left Kobe on 14th June, carrying 320 emigrants to Hawaii, thus becoming the last ship to carry Japanese emigrants to Hawaii.

During the Japanese invasion of China in 1927, the Japanese Navy used her as hospital ship and went up the Yangtse river as far as Hankow.

Following this she was refurbished at Mitsubishi's Nagasaki yard, retuning to the Taiwanese route and then used in cargo only capacity to India for cotton.

In 1933 she was sold to Shinko Suisan K.K. and in 1939 she was sold to Nippon Suisan Kaisha and converted into a floating crab cannery in the Sea of Okhotsk.

On 9th August 1945 she was lying off the coast of Kamchatka along with other similar ships.

International relations broke down between Japan and the USSR, and as the Kasato Maru prepared to leave, Russian bombers raided the facility and sank the old ship.

At 5:55pm on 28th April 2008, all the ships at anchor in the Port of Kobe blew their whistles simultaneously to mark the time of the Kasato Maru setting sail from the port for Brazil.

A plan has been drawn up for raising the ship's anchor and for preserving it. The Kasato Maru is undoubtedly a symbol of one hundred years of emigration to Brazil and also a symbol of new exchanges between the two countries.

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PHOTO OF THE MONTH

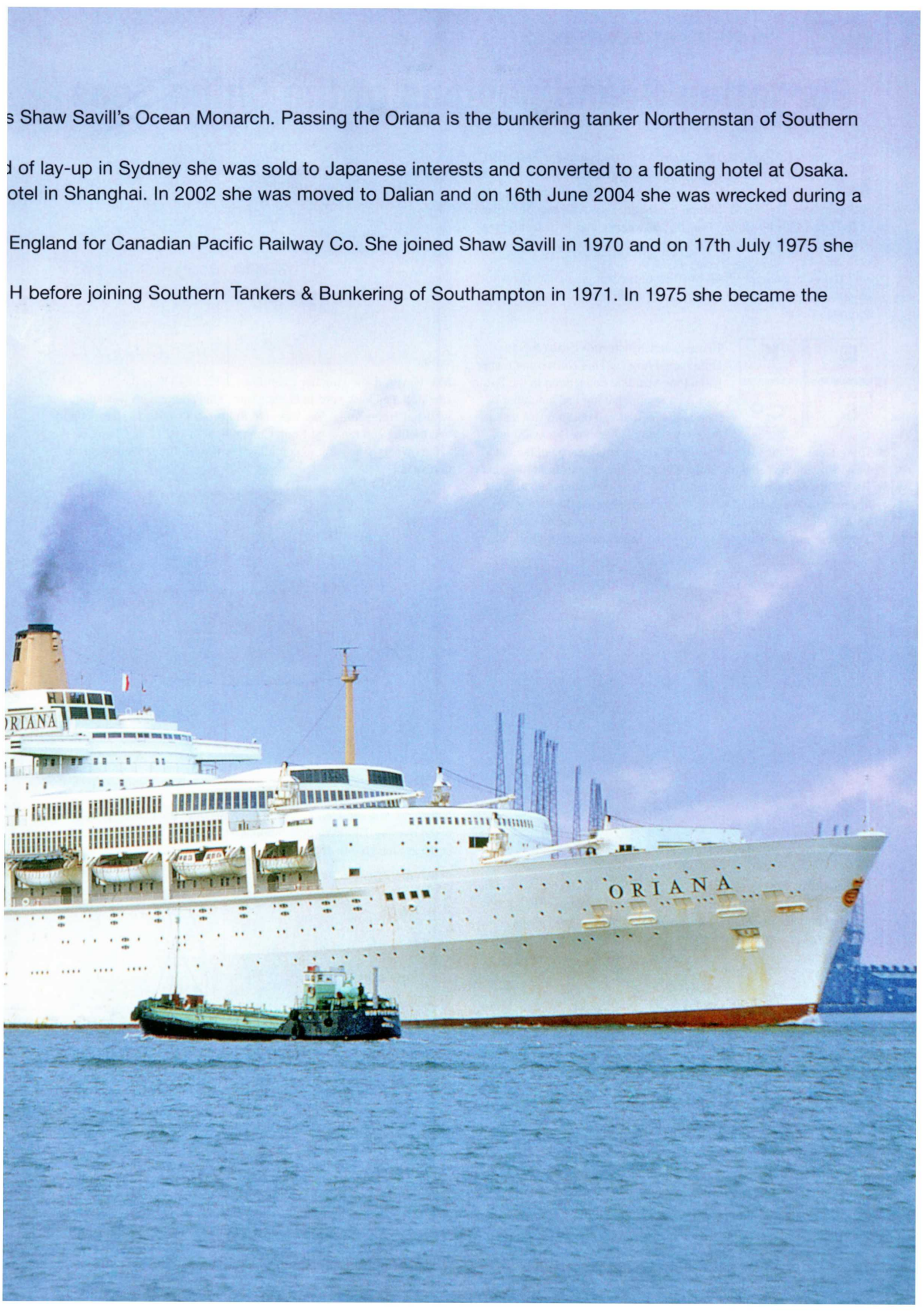
The P&O-Orient liner Oriana leaving Southampton on 4th February 1972. To her left getting ready to sai
Tankers & Bunkering.
The 41,923grt Oriana was built in 1960 by Vickers-Armstrong at Barrow-in-Furness. In 1986 after a peri
She then served as a floating museum at Beppu, Oita but this venture failed and she became a floating
typhoon. She was subsequently broken up at Zhangjiagang during May 2005.
The 25,585grt Ocean Monarch was built in 1957 by Vickers-Armstrong at High Walker as the Empress
arrived at Kaohsiung to be broken up by Chi Shun Hwa Steel.
The 105grt tanker Northernstan was built by and for John Harker of Knottingley in 1950 as the Northda
Botley of Bowker & King. In 1987 Bowker & King lost the bunkering contract to Whitakers.
Photo: Don Smith/photo-transport.com

s Shaw Savill's Ocean Monarch. Passing the Oriana is the bunkering tanker Northernstan of Southern

d of lay-up in Sydney she was sold to Japanese interests and converted to a floating hotel at Osaka.
otel in Shanghai. In 2002 she was moved to Dalian and on 16th June 2004 she was wrecked during a

England for Canadian Pacific Railway Co. She joined Shaw Savill in 1970 and on 17th July 1975 she

H before joining Southern Tankers & Bunkering of Southampton in 1971. In 1975 she became the



Forgotten Scandinavians of the China Seas

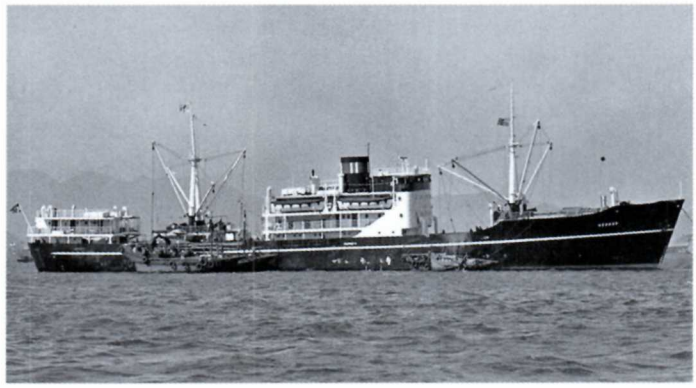
During the 1960-70s the China coastal trade and Far East short sea trades were very buoyant, which attracted several Scandinavian Companies to expand these trades in which they had long been associated. Shipping in South East Asia was dominated in the late 1960s by Dutch, Danish, Norwegian, and British shipping companies and a few others flying Panamanian and similar flags of convenience.

Below is a compendium of a few of the shipping concerns who engaged their ships in Far East regional trading, which sadly are now forgotten fleets.

Bruusgaard Kiosteruds Skibs A/S of Drammen, Norway. This Norwegian owner had a long-standing connection in the South East Asia region, having had a number of their ships built at Taikoo Shipyard and at the Hong Kong Whampoa Dockyard in Hong Kong. Their substantial fleet traded regularly around the Far East, Singapore, Bangkok, Hong Kong, Malay Peninsula ports, North Boneo and Labuan, to name but a few. Their operations hub and management base was Hong Kong, where their ships could always be seen. Eventually, the management of their ships was taken over by Thoresen International A/S in 1978 and headquartered in Thailand.

MV Hendrik Built for Bruusgaard in 1959, by Taikoo Shipyard. She was eventually sold by Bruusgaard in 1968 and renamed Sletholm then to Guan Guan Shipping of Singapore and renamed Golden Eastern before being broken-up in Jurong in 1984.

MV Hallvard built in 1954. Sold in 1977 for further trading to PIL and renamed Kota Melor. Sent for demolition in 1982.



MV Hermod showing her clean lines, built in 1949 at the Lindholmens Varv yard in Gothenburg. This photograph was taken whilst at Hong Kong. She was sold to Lord SS Co. in 1971 for continued trading and renamed Loon Chong, then in 1979 Lee Chong by the same owners. She went to demolition at Kaohsiung in December of that year.

MV Halldis another vessel built for Bruusgaard by Taikoo Shipyard Hong Kong in 1960. From 1969 until 1973 she sailed as Bragernes before reverting to Halldis. A fine looking ship, her management was taken over by Thoresen International A/S in 1978, and she went to scrap at Shanghai in 1984.

MV Hai Lee was built in 1959 by Howaldtswerke at Kiel as the Makefjell for Olsen & Ugelstad but was acquired by Bruusgaard in 1972. In 1982 she was sold to New Hailee Navigation SA and renamed New Hai Lee. She went for demolition at Kaohsiung in 1987.

MV Hai Meng was built in 1949 and traded in the Far East until 1971, when she was sold and renamed Bright Star. She was sunk alongside the wharf in Phnom Penh the same year by an underwater explosive device, planted by the Khmer Rouge causing 4 fatalities.

MV Helios built in Sweden for Bruusgaard in 1950 she was a close sister to MV Hai Meng. Captured here during her transit through Hong Kong waters, sometime in the 1960s. Sold 1972 and renamed Lucky Star then sold in 1977 to become Bountiful Country. She was broken up in 1979.

MV Hai Hing was built in 1950 and sold in 1974 to Gannymede (Panama) SA becoming the Flourishing Country, eventually being scrapped in 1979.

MV Hermion was built 1959 as the Hoyanger for Westfal Larsen, and only acquired by Bruusgaard in 1974. In 1978 the vessel was placed under the management of the Norwegian firm of Thoresen International A/S, and she went for demolition in 1983.

Rhederi Michael Jebsen & Co, of Aabenraa, Denmark. This was part of the substantial Danish Jebsen Group who was a notable trading House in Asia with long standing connections to China.

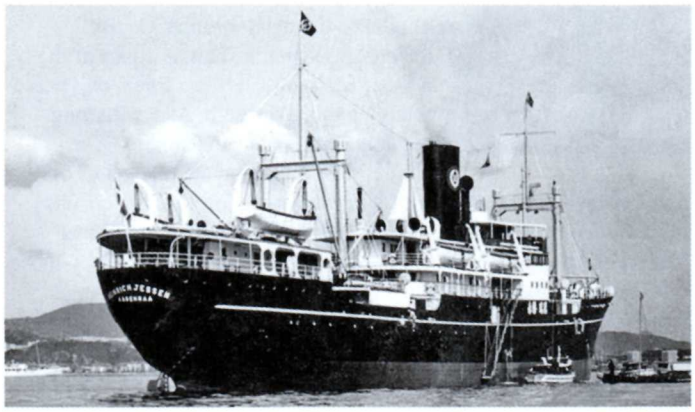
The Jebsen Group operated a fleet of 6-8 ships engaged in the Far East trades, they were prolific traders and always seen in Hong Kong which was their main operations base. They were affectionately referred to as their "China Traders" by those who sailed on them.

It was said that the 3 Mackerel motif depicted the notion of two ships sailing to make money whilst the third is returning with the profits. Hence the fish facing in different directions. How true that is I do not know, but it is more likeley to be the fact that it is related to the heraldic shield of the founders' hometown in Aabenraa which belonged to Germany in 1895 but handed over to Denmark in 1920. All their ships became icons within S.E. Asia, being of beautiful design and always well maintained and presented.

The beautifully proportioned **MV Michael Jebsen** seen loading rice in the Chao Phraya River, Bangkok during the early 1960s. The bagged rice was a regular cargo and usually went to China or Hong Kong. She was built for Jebsen's at Flensburg in 1955 and served until 1976 when she was sold and became Thai Rainbow. In 1986 she became Bei He and was deleted from the register in 1992.

MV Jacob Jebsen, built at Kiel in 1952. A very productive ship for the Jebsen Group and served them long and well. Finally sold to Singapore interests in 1973 and renamed Sea Progress. Sold on in 1979 to become Unistar. She was broken up in 1980.

MV Kaethe Jebsen was built in 1959 for Jebsens before being sold to Singaporean interests as Waheng, in 1977. She was the last of their conventional general cargo "China Traders"



In 1939, Jebsen Group made the newspaper headlines in Hong Kong when it placed an order with the Hong Kong and Whampoa Dockyard for a locally built ship. Little did anyone expect that the steamship, named **Heinrich Jessen**, would go on to make Hong Kong Maritime history. During WWII the ship was seconded by the British Government and operated on their behalf by the Indian Navy under the name of Barracuda. Following the Japanese surrender in 1945 a vast armada of warships descended on Singapore for the signing of the articles of surrender on 12th September 1945. Among the ships representing the Royal Indian Navy coastal forces was HMIS Barracuda, the former Heinrich Jessen. The Jebsen Group re-acquired the vessel in 1947 and reinstated her name.

Following its return from war service, it became the first ship in Hong Kong to be fitted with a radar and resumed its role as a coastal trader, plying the China coast under charter to a variety of companies and government entities. As a regular caller at Chinese coastal ports, she became well-known by her Chinese name Mei Sheung Mei, meaning the "most beautiful."

However, one voyage on 25th August 1952, is worthy of special note. The Heinrich Jessen whilst departing from Hong Kong and when, passing Waglan Island, the crew witnessed a plane crash into the sea about two miles away. Two Royal Air Force planes had collided during an exercise. The ship immediately stopped and launched a lifeboat with a rescue party to recover the downed aircrew, successfully managing to reach and save one of the pilots.

SS Heinrich Jesson

While its service may have ended in 1964, the bow plate of the Heinrich Jessen bearing Jebsen's distinctive three mackerels is displayed in the Group's Hong Kong office as a reminder of the ship's roots and connection to Hong Kong.

She was operated serving the Far East trades until 1964 when she was sold to become the Aru Mariner, finally going to the breakers in Hong Kong in 1970.

Another **Heinrich Jessen**, was built in 1972 along with a sister vessel **Emma Jebsen** (above). They were multi-purpose self-sustaining container feeders to replace their older conventional cargo ships for the Far East trade. Both vessels remained in service until the late 1970s. In 1979 Emma Jebsen was sold and renamed Triumph she was scrapped in 1998 at Mumbai. Both Emma Jebsen and Heinrich Jessen traded throughout Asia, mainly between Malaysia, Singapore, Thailand, Hong Kong, Philippines, and Taiwan. Emma Jebsen became the very last "China Trader" of the Jebsen Fleet. Both operated on time charter to Oyama Line of Japan for some time, in a container feeder capacity. Both ships were the last ships operated by Jebsen in Asia. The Jebsen Group then withdrew as active ship operators in the Far East and went on to successfully conduct many other commercial interests in the region.

H.M. Wrangell & Co. A/S, Norway

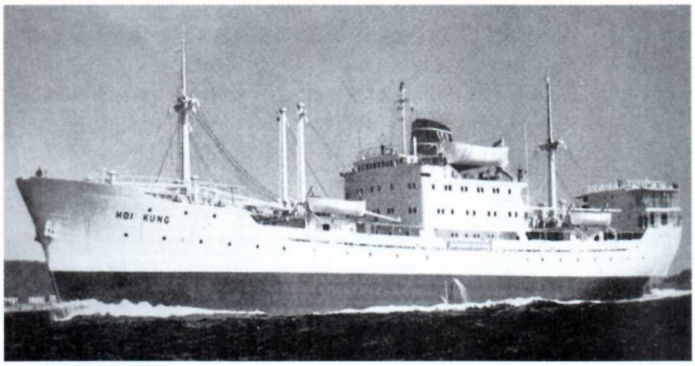
This Norwegian shipping company was established in 1882 by H.M. Wrangell of Haugsund. They continued trading as ship owners until 1998 when they sold their last vessel.

During the 1950-1970s Wrangell operated a small fleet of vessels within Far Eastern waters, engaged in passenger cargo services. They traded as Skibs A/S Corona. These vessels were always conspicuous in Singapore and Hong Kong because of their sleek lines and all white painted hulls. They were icons of the Scandinavian Far East traders during this era.

MV Augvald alongside at an unknown location, loading palletized cargo, and proudly showing her Norwegian heritage. She was built in 1958 by Uddevallavarvet. In 1969 she was renamed Hoegh Augvald and in 1978 she was sold on to Gemini International SA of Singapore as Tania. She was broken up at Kaohsiung in 1984.

A fine photograph showing the sleek lines of the bow of **MV Hoi Kung**, whilst anchored in Hong Kong harbour. The ship, built in 1964 by Moss Vaerft & Dokkand was a regular caller at Hong Kong.

Another complimentary study of **MV Hoi Kung**, anchored off Green Island, at Hong Kong. A handsome vessel, by anyone's standard. The ship was eventually sold by Wrangell in 1978 to mainland China interests and renamed Luo Ding, reportedly being scrapped in 1986.

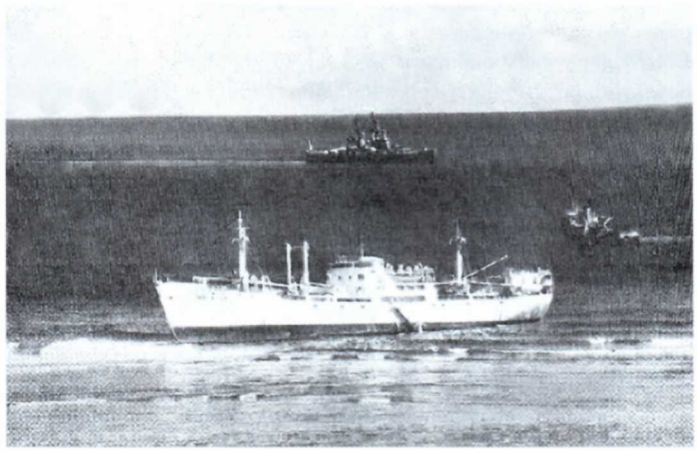


MV Hoi Kung depicted with additional lifeboats to cater for the "steerage" passengers she was later converted to carry in the tween-deck accommodations.

MV Corona built 1949 by Charles Connell & Co. at Scotstoun. She later became the Fidelty R of Lisa Cia Naviera and Chik Chau of Hong Kong Pacific Line before being sold for scrap in 1978.

MV Hoi Ying another of the Far East traders owned by H.M. Wrangell & Co. At Hong Kong western anchorage. The ship was constructed in 1954 and sold in 1977 to be renamed Foochow she went for demolition in 1985. Note the Mast Houses extended to ships side to facilitate the location of additional lifeboats.

MV Hoi Houw built in 1959. Another regular caller at Hong Kong during the 1960s. She was sold in 1974 and renamed Affluent Country. In 1976 she became Kam Fai and in 1979 she was renamed Mandarin. Finally, she met her demise at Kaohsiung in 1984.



On 6th October 1958, the **MV Hoi Wong**, whilst on passage from Swatow to Singapore carrying 130 deck passengers, ran aground on the northeast side of Bombay Reef. The ship stranded in rough seas which made the evacuation of passengers impossible. The USS Helena, a cruiser, came to her aid and airlifted all 130 passengers to safety using her helicopter. The USS Helena then proceeded to Hong Kong where the passengers were safely landed. The MV Hoi Wong pictured well and truly stranded on Bombay Shoal in the Paracel Islands. The USS Helena can be seen in the Background together with the iconic Hong Kong Salvage Tug, Taikoo in attendance.

MV Hoi Wong, following her sale to MISC and being renamed Bunga Butang. This image clearly shows the extended Mast Houses to ship's side to accommodate the previously installed additional lifeboats. She was broken up at Jurong in 1980.

FISHING TRIPS AND MERCHANT SHIPS
THE OTAIO

On 23rd October 1968 I signed off the Rangitoto. Mr. Moxley, the New Zealand Shipping Company recruitment officer asked me why I was leaving so I told him that I wanted to study for my second mate's certificate and that there were too many distractions on the Rangitoto and I also needed my own cabin to study quietly. "Don't worry about that", he said, "I'll sort you a berth on another one of our ships if you like. Go home and take your leave and I will be in touch". Say no more.

Back in Hull on leave I met up with one of my old mates, Mick Harrison. Mick and Bob Mahoney had both married and settled down with girls from the same street off Beverley Road. The girls had been friends since childhood and Mick told me about a third girl who was also friend of his and Bob's wives who also lived on the same street. The girl was single and Mick arranged for us to meet on a blind date. It worked. She was petite and pretty and we got on really well and soon a romance developed. Her dad, Norman (Nobby) Clark, was a trawler engineer on the St. Dominic so she was used to her dad being a away at sea for three weeks at a time but would she be happy with absences of several months? Time would tell. In the meantime, with me and hired car and every night being Saturday night while I was on leave, we just had a good time and enjoyed each other's company enough for us to decide to get married. I was only home for three weeks leave so this seemed fairly quick, not as quick as Fred de Cosse though as a white wedding was planned for the following year depending on when I would be home again.

When my leave was up I received a call from Mr. Moxley asking me to return to London. He explained that he had found me a berth as quartermaster on the cadet training ship the RMS Otaio which, he said, would suit me down to the ground as I would have my own cabin and have access to the cadets' tutors should I need it. However, the Otaio wasn't sailing until December so in the meantime he wanted me to join a new ship called the MV Manapouri which was going around the land before leaving on its maiden voyage. So, leaving Madeleine to her wedding planning, I returned to London.

THE MANAPOURI

I joined the Manapouri on 14th November in the Royal Docks in London. The Rangitoto was still in port so I managed to link up with some of my old mates, Joe, Fred and Danny for few days before sailing on my new ship. The Manapouri was a slick new ship described as a refrigerated freighter but designed for the container trade with cranes, derricks and hatches operated by hydraulics. Containers were an up and coming thing in freight transport with the big metal containers being lifted straight from the ship onto the back of a lorry or railway wagon. They meant quick turnarounds in purpose built ports away from the main dockland areas. The container trade was in its infancy in the 1960s and no one could envisage the huge container ships that would dominate and revolutionise world trade in the 21st Century and the Manapauri built to the best specifications of the day in 1968 in Japan would, at only 9,505 gross tons (4,457 net), be tiny by comparison.

Captain Guyler, who I knew from the Rangitoto, who seemed more at home on a general freighter, skippered the Manapauri. The accommodation on the ship was quite luxurious, as you would expect on a new ship, and I quite enjoyed the month spent taking her around the land. This also meant I could continue my courtship by regular telephone calls but unfortunately didn't get a chance to return to Hull. We paid off in Newport, Wales, on 11th December and I had to travel directly to London to join the RMS Otaio. A young AB from Deal tried to persuade me to go with him on the Houlder Brothers meat boats where you could earn a lot of money but as arrangements were being made to plan a wedding I felt it best to stay with the New Zealand Shipping Company rather than risk the unknown.

RMS OTAIO

I signed on the RMS Otaio the next day, 12th December 1968. The Otaio was the company's cadet training ship built in the John Brown yard in 1957. The ship carried refrigerated cargo and was fairly large at 13,314 gross tons (6,875 net). The Otaio carried about 40 deck and 20 engineer cadets which meant that the only deck crew were five quartermasters, a boatswain (Angus from Skye), lamp trimmer (an old seaman from Shetland who had something against Papists which he voiced at any opportunity), carpenter, and deck boy. We were called quartermasters but in fact we never had to take a watch never mind steer. Instead we were on day work with instructions to help train the cadets in practical seamanship. In addition to those mentioned above there were also a seamanship instructor and a doctor. The ship also carried a PTI (Physical Training Instructor) but was unable to recruit one for the first voyage.

Work on the Otaio meant getting back to grips with the real work of a seaman rather than the cushy life of a quartermaster on the Rangitoto. Leaving our last port for the main sea voyage meant stripping the derricks, overhauling and greasing the blocks, oiling the wires and stowing the lot down the hatches. When nearing our first port this whole procedure was reversed and being the youngest of the ABs meant that I spent a lot of this time up aloft unshackling or shackling the big top lift blocks. I never minded working up aloft, in fact I didn't mind most of the

The 9,505grt Manapouri was built in 1968 by Mitsui at Tamano. In 1977 after the P&O takeover she was renamed Wild Marlin and in 1982 she was sold to Lex Maritime and renamed Marathon Reefer. In 1987 she joined Naval Link SA as Corfu Reefer and in 1990 she became Limon Trader of Continental Success SA. On 14th December 1999 she arrived at Alang to be broken up. *(Chris Howell)*

jobs involved in the general ship maintenance that we were asked to do except chipping. I hated chipping. I hated the noise, the smell, the metallic dust that clogged your throat, and the shear monotony of the task. As promised by Mr. Moxley I had my own cabin next door to Ted the mess man so that I had the privacy and quiet needed to carry on my own studies. I was also quite comfortable and I would go on to do two voyages in the ship and, in a way, the Otaio was going to change my life.

I have already mentioned the Seafarers Education Service that also ran the College of the Sea. This organisation was noted for putting libraries on ships and arranging correspondence courses for seafarers wishing to further their education, but in addition to this they also employed ship board tutors and joining the Otaio for the trip out to New Zealand, equipped with a basket of materials, was a young artist and teacher called Peter Knox. Peter soon got to know most of the people onboard and based himself for his classes in the cadets recreation room. We were all invited if we wished to observe his demonstrations and try using the art materials ourselves under his supervision. He also delivered a number of lectures on art using slides which I found quite fascinating. He also encouraged me to try painting myself, something that I hadn't done since Boulevard school before Trinity House, and, although I was not brilliant the results were not bad and I enjoyed the process. This meant that most nights after we had finished our overtime, which was usually painting a cabin or something like that, I would join Peter's class and a lifelong interest in art developed. Peter introduced me to the works Chagall, Giotto, Gauguin and many others which stirred my curiosity and made me realise how limited my nautical education at Trinity House had been and I wanted to learn more.

The first voyage was on a similar run to the Rangitoto without the stops in Tahiti so it was a long passage across the Pacific from the Panama Canal to Auckland. On the New Zealand coast we visited Auckland, Gisborne, Napier, Wellington and Lyttleton before heading the same way back. In Auckland Peter (the artist) asked me about the Snake Pit and if I could take him there. I explained that it was a pretty rough joint and not one that I would normally visit but as a one off I would risk it. In fact the night went very well as for once there wasn't a fight just good-natured drinking and joking ending with a big Maori woman stuffing my head up her T-shirt, briefly disorientating but I survived. I thought that would have been enough to quench Peter's curiosity but no he had enjoyed himself so much that he went back alone the following night. The next morning a visibly shocked Peter turned up at my cabin to tell me how he had gone to the bar and had been sitting enjoying the ambiance when suddenly the whole bar had erupted with bottles and chairs flying, punches being thrown and a general bloodbath. He felt lucky to get out alive.

The 13,314grt Otaio in her original livery of New Zealand Shipping Co. She was built in 1958 by John Brown at Clydebank. In 1976 she was sold to Laggan Bay Shipping and renamed Eastern Academy and on 20th July 1982 she arrived at Gadani Beach to be broken up by Geoffman Pharmaceuticals. *(FotoFlite)*

In Auckland, with Peter's advice, I bought a few bits of art equipment myself to continue my new hobby and a few books on artists for interest. Peter himself left the Otaio to join another ship. He would spend a few years travelling like this for the Seafarers Education Services before settling down in the North East to become a full time artist, what a great way to earn a living. I was very lucky to have met him, very lucky to have been on that ship for that voyage as his stimulation would, in part, shape my future career choices.

The Otaio visited smaller ports that had not been part of the Rangitoto schedule like Gisborne, a small and friendly port on the east coast of the North Island in an area known as Poverty Bay. This was where Cook first landed in New Zealand and he gave the area the name of Poverty Bay because he failed to collect fresh water and rations due to the less than friendly reception from the local Maori people which left a couple of them dead. The main export from Gisborne was, as you would imagine, New Zealand lamb and to facilitate this there was an abattoir and meat processing plant on the quayside, which we were allowed to visit.

After a pleasant stay in Gisborne our next port of call was Napier on Hawke Bay, Cook had a better reception in this area just having to warn the locals off with a few muskets shots and the odd blast of a friendly canon. Napier as well as being port was also a seaside resort but it seemed very reserved and quiet compared to what we would expect in the UK and seemed stuck in another era. The beaches seemed nice though and there were nice park areas on the sea front, one with a statue of Pania of the Reef, a sea nymph who legend had it lured sailors to their death on Napier's off shore reef. She didn't manage to lure us though and we sailed safely on to Wellington, Lyttleton, and then home via Panama and Curaçao, although instead of shore leave in Curaçao we were required to help the engineers change a piston liner, which had to be done quickly during the few hours we were in port bunkering. In fact we worked through most of the night to complete the job. And then home.

The Otaio paid off on the 31st March 1969 in London and I returned to Hull after agreeing to return for a second voyage. In Hull plans were well on the way for the wedding and house hunting was also on the agenda. Madeleine's mother wanted her to have a big white wedding as the eldest daughter had got married at the register office and she felt she (the mother) had missed out so the wedding was arranged to take place at St. Mary's in Sculcoates, with a reception at the Dorchester Hotel on Beverley Road on the 2nd May. I thought this was cutting it a bit fine given that I would need to rejoin the Otaio about then but it was out of my control. On the house-hunting front we soon found a house for sale opposite where Madeleine lived in Cromer Street that would suit us as a starter home. I didn't mind living close to her parents as I got on well with them and I would be at sea a lot anyway. It was just a small house in a terrace with a front room, living room, kitchen, three bedrooms (but one had been fitted out with bath) and the lavatory was in the back yard next to the coalhouse. At the front was a tiny front garden. The house cost £1,200. Yes. £1,200! I have had monthly Visa bills bigger than that! But it still seemed a fortune at the time and we had to get a mortgage! Unfortunately the sale had not gone through by the time of the wedding but would be completed while I was away at sea.

The wedding took place on the 2nd May. My brother-in-law, Jack, who was my best man, instructed the taxi to drive past the church and to the nearest pub which turned out to be the aptly named (for me) the Golden Ball where we had a couple of pints before heading back to the church.

Unfortunately although it was May the church was very cold so it meant that I spent most of the service dying for a pee.

After the wedding we went to stay in an apartment in Bridlington, mainly out of necessity rather than for a honeymoon, as we had nowhere else to stay until our house became vacant. It was only for a few days anyway because I had to return to London to sign back on the Otaio on 8th May, married five days and then away again for five months, such was the life for a sailor and his wife.

I did manage to get home once for a day or two while we were going around the land before the main voyage but the main communication was by telephone during this period and then by mail once the voyage commenced proper. There were no mobile phones, satellite or internet communication in those days. Around the land took in Antwerp, Liverpool and Glasgow and we had a fairly new crew although the boatswain, Lampy, seamanship instructor and Ted the mess man remained the same as did most of the officers including the mate. Joining me for this second voyage was a nice chap called Fred Hurd from Hull, a large jovial Irishman from Cork called, you've guessed it, Paddy, an AB from Stornoway called Murdoch who was going out to New Zealand to settle as he had married there, and an ex-navy AB called Clive. Going around the land we didn't have a full complement of cadets so with only having five ABs and a deckboy it was essential that everyone pulled their weight but it seemed we had a weak link. Clive who, despite being a really pleasant bloke and shipmate, did not seem to have much of an idea of what was going on and did his best to avoid showing his lack of knowledge by volunteering to fetch any tools or equipment that we needed like if someone said, "We need a big stiltson for this job". "I'll fetch it", would be Clive's response. We quickly realised that after leaving the navy, Clive would be about forty. He had only been on ships with large crews and from our conversations we also discovered that his job in the navy had been as a PTI. I suggested to him that the Otaio might need a PTI as the company had been unable to recruit one the previous trip but Clive scoffed at this suggestion saying that he had finished with all that business when he left the navy. One day I was chatting to the mate and I asked him if we had recruited a PTI and he said that they hadn't been able to find one so, just in passing, I mentioned that Clive had been a PTI in the Royal Navy. The mate suddenly showed interest and asked if I thought that he would be interested in taking on the role and I answered that of course he would. Of course Clive said that he wouldn't take on the role when I told him about the conversation with the mate but as soon as he was told that a uniform came with the job he accepted. The mate said that he was relieved to have been able to fill the position but not as relieved as we were to get rid of Clive.

The five quartermasters were now Fred, Paddy, Murdoch, myself and Joe, a Liverpudlian who supported Everton to the point that I think that everything he owned was Royal blue, including his work boots. The voyage this time would be a bit different as we were to sail around the World eastwards which meant, because the Suez Canal was closed due to warfare, sailing south through the Atlantic, short stop at Cape Town for mail, across the Indian Ocean through the Southern Ocean and the Great Australian Bight, until we reached our first port of call, Melbourne.

One day I was sitting in my cabin when the door burst open and Ted the mess man asked me to come quickly next door to his cabin. Our deck boy, a big strapping six footer of a sixteen-year-old, was on Ted's day bed with eyes rolling and limbs flaying about. Ted said he was just sitting there chatting when he went into these spasms. I got Ted to help me lift him onto the deck and then sent him for the doctor while I held the deck boy's head to stop him hurting himself. The doctor, who came just as the lad was quietening down, said he had had an epileptic fit and we had done the right thing in looking after him and all we could now was wait until he came around. When he recovered the deck boy said that this had been the first time that this had happened and didn't know what had triggered it. Sadly we knew that this young lad's dream of becoming a seaman was now over. The captain tried to arrange for the lad to continue at sea as a catering boy but this was also refused and we all felt for him.

We had a good crew on the ship and we all got on well together. The cadets were a good bunch of lads and were happy to share in our banter. Unfortunately, I can only remember one by name and that was because he was subjected to a bit more banter than any others, his name was Darling. The conversation usually went something along the lines off, "The mate must really like you" . "What do you mean?" "The mate must really like you a lot." "Why?" "He always calls you darling."

We had a pleasant stay in Melbourne which I remember as being a very nice city in

The Otaio in her Federal colours which she wore from 1966. She is seen here in Otago Harbour. *(Chris Howell)*

a kind of green European way. On a sunny Sunday local people would take a leisurely walk along the quayside looking at the ships while I also remember spending a warm afternoon sitting outside a bar on the marina. From Melbourne we sailed up the coast to Sydney.

I had previously been to Sydney on a tanker which meant that it was a considerable distance to the city centre but the Otaio docked in a much more convenient position. We tied up late in the afternoon of our arrival and Joe and Paddy asked me if I wanted to go ashore for a cold beer. I didn't need asking twice and we set off to find a bar, which meant crossing a bridge known as Pyrmont Bridge. It was rush hour and people were making their way home after a hard day's work and as most lived in the suburbs they were crossing the bridge in the opposite direction to us. I was busy yapping to Joe and Paddy when a guy casually walked by us and as he passed said, "Good day, Bob". We stopped and looked to see who it was and looking around smiling and carrying his lunch box was Mick Parkinson from Hull who I had last seen sitting on the quayside in La Spezia after he jumped ship there. When you have travelled over 12,000 miles to the other side of the world the last person you expect to bump into is an old mate from your hometown. Joe and Paddy's faces were a picture of disbelief.

While we were in Sydney, Murdoch and I decided to look up a couple of other mutual friends. During the second voyage I did on the Rangitoto the swimming pool attendant and another topside steward had jumped ship in Auckland, travelled by train to Wellington, and then caught a ferry to Sydney therefore entering Australia legally. The journey had been well planned in advance and they had even kept their plan secret from their closest mates. Murdoch had been on the Rangitoto before me so he knew them as well so we arranged to meet them in the Kings Cross area of Sydney where they were living. They were working as window cleaners and making big money. This doesn't mean that they were going around the street balancing a ladder while riding a bicycle. These guys were working from cradles on the Sydney skyscrapers. Apparently the Aussies weren't keen on the job but our friends liked it because they could start early in the morning and finish at lunchtime before the sun got too hot, and they were well paid in the process. From Sydney we sailed to Auckland and continued down the New Zealand coast stopping at the same ports as the previous voyage. In one of these there was a shortage of dockers so we were asked to make up their numbers and we would be paid at New Zealand docker rate, which was considerably more than our normal pay. We were set to work unloading boxes of butter from railway wagons. This meant either picking the box up in the railway wagon and putting it on a kind of conveyor belt made of steel rollers or picking the boxes off the conveyor and stacking then onto a pallet ready to be lifted aboard the ship. The boxes seemed small and light and we felt we had really cracked it as we totted up in our heads what we would do with the extra money for so little effort. But after an hour the boxes seemed to get a little heavier, and then heavier still, then even heavier. By the afternoon they felt like they were filled with lead and we wanted the day to end as our arms and backs ached but the work continued. It was the same the next day and we were relieved when we finally emptied the last wagon and then waited with anticipation for our wages. We had all expected to be paid in addition to our normal wages for helping out like this to make sure the ship kept to its schedule but in true shipping company fashion our ship's wages were deducted from our docker earnings and we were just given the difference - it hardly seemed worth the effort.

Our final port in New Zealand was Dunedin deep down in the south of the South Island. While on the New Zealand coast one of our jobs had been painting the ship's side and in Dunedin we just had to finish it off by re-painting the white line around the ship's hull using a painter's punt. We were painting around the stern of the ship when there was a sudden splash in the water so we looked expecting to perhaps see a fish but then there were more splashes as the punt was surrounded by a group of small penguins that put on a marvellous display of swimming skills for us. The penguins also reminded us that we were in the southern hemisphere and that our homeward voyage would take us further south to even colder waters.

During my time on the Otaio I was elected shipboard convenor. This arrangement, a sort of floating shop steward, had been negotiated by the National Union of Seamen following the strike and the idea was that if there was a grievance aboard ship then the convenor would act as the spokesperson and take it up with the captain and officers concerned. Generally there was little to convene on the Otaio as it was a pretty happy ship but I did learn a lesson that stood me in good stead when, in later life, I became more involved in more important disputes and negotiations.

The lesson I learned was to never respond immediately to an issue and wait until all the facts of case were apparent. An example of this was when the boatswain complained about the food. Now the food on the ship was not brilliant but there was always plenty of it and no one else had complained so what was the real problem? Answer - the boatswain had had an argument with the cook two days before the complaint. I always found the captain and the mate to be very amenable, however, I did take one instance very personally and it was that old class-consciousness thing again.

The problem arose because of a chair. Just an ordinary wooden chair with arms. The chair had been in my cabin from the day I joined the ship and to me it was just a chair that I used to sit at my writing desk or relax and read. Everyone had a chair in their cabin and, while they may have been different designs, I didn't think that mine was in any way extraordinary. Then one day returning to my cabin after one of the captain's inspections I found my chair gone! I asked the boatswain who had been around while the inspection was going on what had happened to my chair and he said the mate had taken it. I went straight up to see the mate and said,"Why have you taken my chair?"

"It was an officer's chair and it shouldn't have been there."

"It has been there since I joined the ship last trip, you had no right to take it."

"It's an officer's chair", he said again.

"What do you mean "it's an officer's chair, are your arses different to ours?"

"No, it's because it is made of wood and has arms, crew should have metal chairs."

"I don't think I have ever come across anything so trivial and pathetic before. The chair hadn't been stolen, nobody missed it, no-one even noticed except you."

"It's not that big a deal is it?" "Can I have it back?" "No." "Then yes, it is a big deal for me."

Up until this time I had been happy on this ship but this was, in my opinion, blatant class distinction and I didn't like it and it soured theway I felt and the mate, who I had previously liked, went down a long way in my estimation.

The voyage home from Dunedin involved some pretty nasty weather, fog, mist, snow, heavy rainstorms, squalls and gales. We experienced all of these during our voyage through the most southern part of the Pacific and then the Drake Passage and around Cape Horn into the Atlantic. Even the Falklands Islands were swathed in murky mist so it was a relief to head north in the Atlantic to meet the warmth of the tropics. Our only stop was at La Palmas in the Canary Islands. There was no shore leave in Las Palmas but we did have a couple of bumboats vying for trade. Finally we docked in Liverpool and paid off on 2nd October 1969. Joe came to Lime Street station with me for a few beers before I caught the train to Hull Paragon. I had been married for five days and away for five months, and, although I didn't know it, I had just completed my last deep-sea long voyage.

This is an extract from Bob Addey's book,

"Changing Course: Fishing Trips, Merchant Ships and New Directions"

published by Riverhead, Hull.

Also available from Amazon

THROUGH THE EYES OF THE ARTIST

THE RENAISSANCE OF THE GREEKS: Part Three, Chandris

We have seen in Parts One and Two of this feature the role that Greeks such as Demetrios Moraitis, Leonidas Embiricos, Eugenios Eugenides, and the Goulandris Brothers had in building up the reputation and importance of the Greek ocean passenger fleet, but there is a family, and two brothers in particular, who stand head and shoulders above these in that the legacy of their influence can still be seen sailing all over the world today, when the pandemic allows of course. That legacy is to be seen on the funnels of all Celebrity Cruise Line ships, the famous "Chi" Greek letter X which makes up the first syllable of Chandris.

CHANDRIS LINES

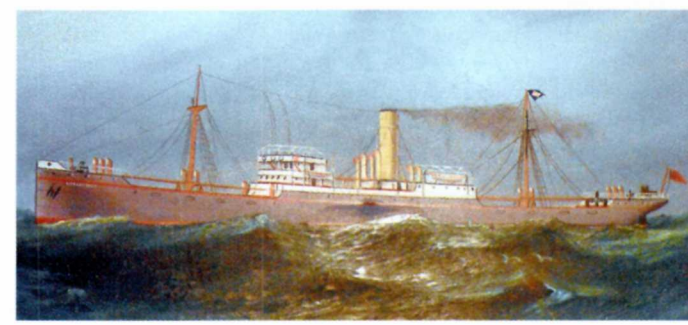
John D. Chandris (1890-1942) was born, like so many famous Greek shipowners, including the Livanos family, on the island of Chios near the Turkish mainland in the Aegean Sea. In fact in 1890 it was a part of the Ottoman Empire and Chios did not become part of independent Greece until 1912. John Chandris had started as a shipowner under sail and had built up a small fleet of steamers in the inter-war years. In 1922 he also dipped his toes into passenger shipping with the 300 grt **Chimera** which ran between Piraeus and Corinth, and in 1936 came the 1,706 grt **Patris** (ex French **Corte II**) running from Venice to Greece and Egypt. However the coming of World War 2 saw him and his two young sons move to London where he unfortunately died in 1942 aged just 52, leaving his widow, Evgenia, and sons Anthony (left) and Demetrios Chandris, in their early 20s, to carry on the business. Seven Chandris ships, half the fleet, were lost in the war but the family were allocated one Liberty ship, the **Nathaniel Macon** which was renamed **Evgenia Chandris**, and one of only seven T2 tankers available, which was renamed **John Chandris**. Like so many of their compatriots to benefit from the release of war-built ships by the USA, by 1960 the family had built up an impressive fleet of 30 tankers and freighters.

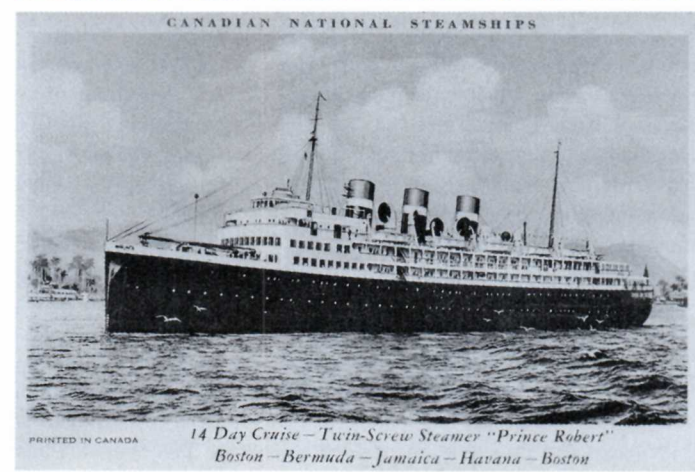
CHARLTON STEAM SHIPPING CO.

Even before the Liberty and T2 were acquired, Dimitrios had decided to venture into the passenger transport business his father had pioneered, but this time focused on the post-war refugee market. He bought the Charlton Steam Shipping Company which had an ancestry dating back to 1892 but which was left with no ships afloat after the war. It had been Newcastle based and one of its ships, the 2,631 grt **Hesleyside** of 1900 (right, unknown artist), featured in a previous article "Every picture tells a story" in this magazine.

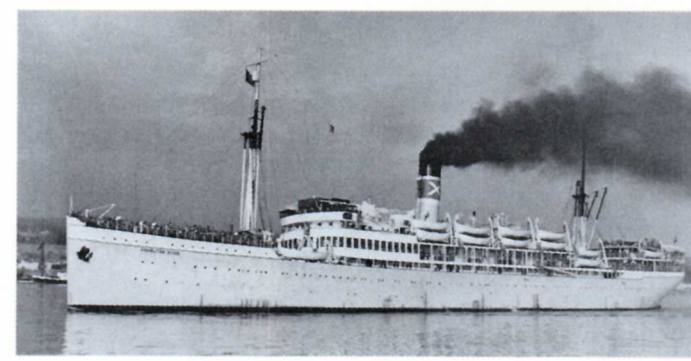
For his new company Chandris bought two old 6,892 grt ferries that had been built by Cammell Laird in 1930/31 for the Canadian National Steamships Co. to provide services on the Canadian West coast. The **Prince David** and the **Prince Robert** had been requisitioned at the outbreak of war to reinforce the pitifully small Royal Canadian Navy (there were only six destroyers and few minesweepers) and had been shorn of one of their funnels and converted into Armed Merchant Cruisers with four 6" guns dating back to 1895! They were available after sterling service first in the harsh waters near the Aleutian Isles and later, after conversion to landing ships (infantry), on the Normandy beaches and then in the Mediterranean. The **Prince David**, renamed **Charlton Monarch** in 1946, was, either by chance or design, a particularly apposite choice for Dimitrios to make, as she had been part of the large allied force which set sail for the re-occupation and liberation of Greece from the Germans. In October 1944 she proudly sailed into Piraeus harbour carrying the Greek Prime Minister Georgios Papandreou and his government-in-exile to be greeted with a tumultuous welcome. The decommissioned ex-ferries were towed to Belgium and converted to passenger ships to begin a long Chandris tradition of services to Australia. Initially in association with the Swiss based International Refugee Organisation, they carried many emigrants who were looking for a new life after the horrendous war years, to Australia, South America, Canada and the United States.

However the **Charlton Monarch** was in poor shape mechanically, and by 1948 was laid up and scrapped in 1951. In 1950 the family bought the larger 8,178 grt **Empire Bure**, ex **Elizabethville** of the Compagnie Maritime Belge. She had been built at Hoboken on the Scheldt by the Cockerill yard in 1921, and was renamed **Charlton Star** as seen (right). She was mainly used as a troop transport on charter to the British Government. She was sold in 1947. All these Charlton vessels were British registered, but the next move the ambitious brothers made was to be under their own name and under the Greek flag.

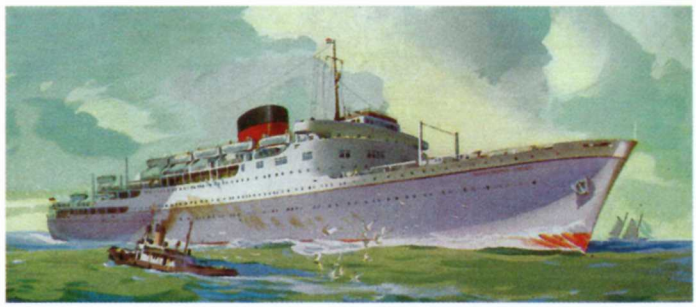


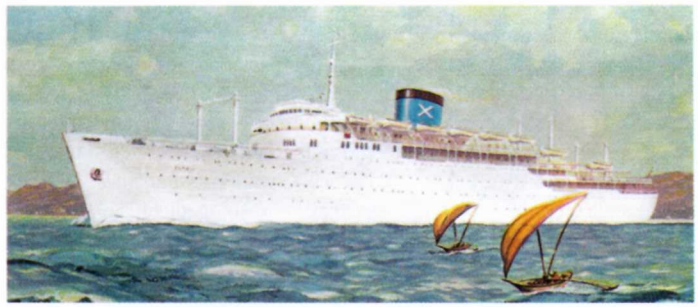

CANADIAN NATIONAL STEAMSHIPS
PRINTED IN CANADA
14 Day Cruise – Twin-Screw Steamer "Prince Robert"
Boston – Bermuda – Jamaica – Havana – Boston

Above: The Prince Robert, later to become the Charlton Sovereign, as she looked before conversion to an AMC.



NATIONAL GREEK-AUSTRALIA LINE



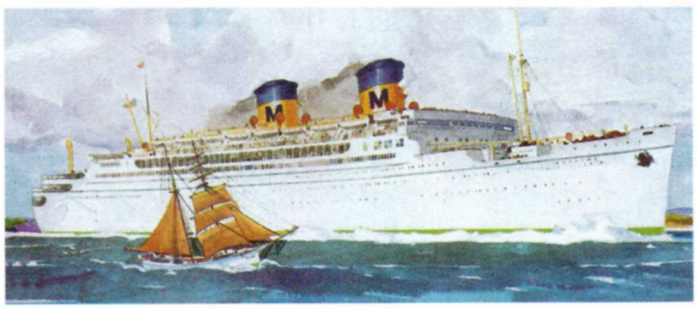


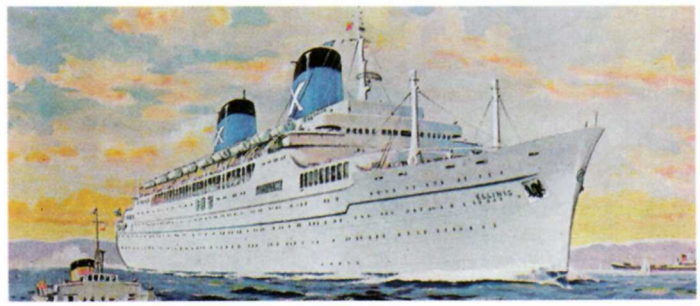
The purchase of the nine year old **Bloemfontein Castle** (above left, unknown artist) from premier British company Union-Castle Line in 1959 certainly represented a step-change in the ambition of the Chandris brothers. The 18,400 grt motorship, completed by Harland and Wolff at Belfast for the South African emigrant service in 1950, needed little adaptation for use on the Australian run, although the number of berths was increased at Smiths Dock in North Shields from 727 to 1,036 at the expense of most of the first class accommodation. In November 1959 she sailed on her first voyage under the name of **Patris** (above right by Derrick Smoothy) from Piraeus to Fremantle, Melbourne and Sydney via the Suez Canal with 1,000 passengers. She had the full blessing and good wishes of the Greek government, who supported the venture by awarding her a contract for carrying the mail from Greece to Australia, which gave her the right to the prefix Royal Hellenic Mail Ship as seen on the card right.

However all was not plain sailing. With her large refrigerated cargo capacity, the brothers must have hoped for the ship to be full of fruit and meat on the return voyage, but they had reckoned without the power of the Conference on this route, who regarded the addition of another Line in this trade as superfluous and as a result shippers were dissuaded from sending a single ton of freight and she carried only 160 passengers. There followed a concerted campaign by Chandris and the Greek government to get the Australians to condemn the Conference stance, as well as to publicise to potential Australian tourists the attractions of starting a European holiday in Greece, as can be seen on the card above.

Chandris agents even began buying meat direct from the farmers to ship to Europe, and the result of all this activity led to the brothers seeking a running mate for the new **Patris**. They found that the French company Soc. General de Transports Maritimes (SGTM) was offering their two passenger ships for charter, and in 1960 took the 16,355 grt **Bretagne**, (above left by Roger Chapelet) built at St. Nazaire in 1952. In 1961 the Chandris group acquired the ship and she was renamed **Brittany**, as seen above right. Unfortunately she only lasted three years in their service, catching fire while under repair at Scaramanga in 1963 and becoming a total loss.

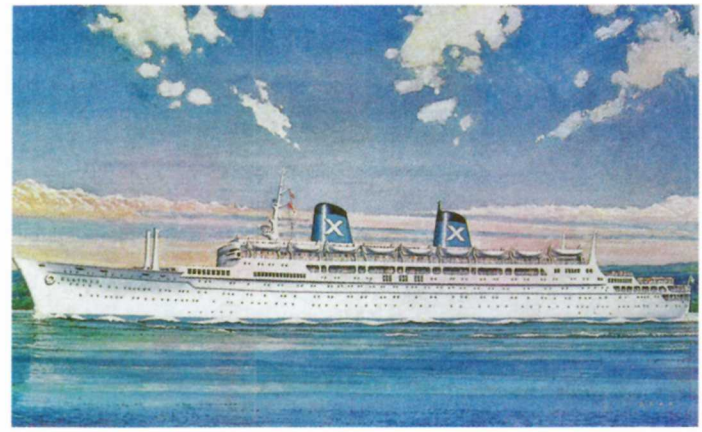
THE ELLINIS



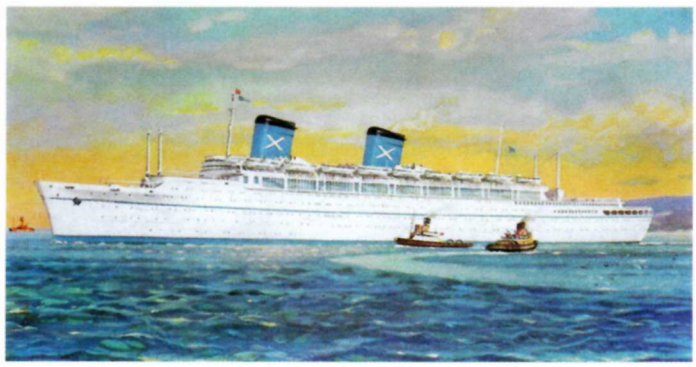


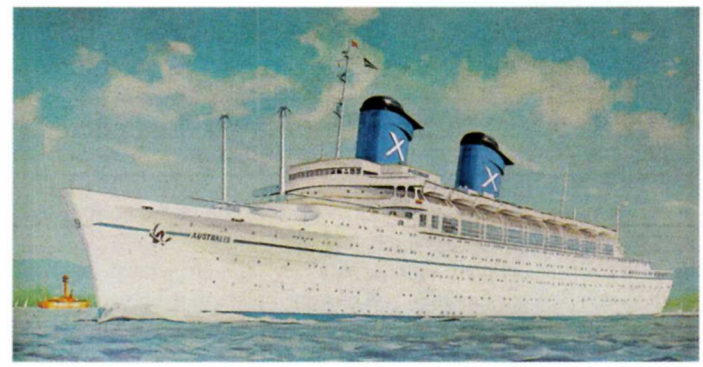
To replace the lost Brittany the Chandris brothers made recourse to a group of vessels that had had already contributed to the resurgence of the Greek owned passenger fleet. Matson Line's 18,009 grt **Lurline** (above left) was the last of four near sisters built for the Hawaii service, coming from the Quincy, Massachusetts yard of Bethlehem Shipbuilding in 1931. Renamed **Ellinis**, once again the repair docks at North Shields had the job of increasing her passenger capacity and modernising her appearance, as can be seen in Derrick Smoothy's classic portrayal (above right).
As we saw last month, the **Ellinis's** near sister **Malolo** had already become a near legend under the Greek flag as the **Queen Frederica** (ex **Atlantic**) for Home Lines and was to come under the Chandris houseflag in 1965. Another sister, the **Mariposa**, became Home Lines **Homeric**, and the final sister was to be the longest lasting of all, under the name **Britanis**.

The illustration on the right shows clearly how dramatically the profile of the **Ellinis** had been changed by her radical rebuilding, which included a new bow, masts, funnels and extensive repairs to her turbines. One reason the Greeks liked these American ships was because of their spaciousness which in this case enabled her passenger capacity to be easily increased from 761 to 1,688, as well as their strength of build, which meant most of them had lives well exceeding the normal 25-30 years of such ships. The **Ellinis** was already 31 years old when Chandris bought her, and she remained in service until 1980, nearly 50 years altogether. Chandris used the **Ellinis** to break into the UK emigration market and was a frequent sight at Southampton. Sometimes she returned from Australia via the Panama Canal and called at Rotterdam and Bremerhaven. From 1967 and the closure of the Suez canal, she was increasingly used for Mediterranean cruises from N. Europe. Her last voyage to Australia was in 1977, when the assisted passage scheme was discontinued. She cruised until laid up in 1980 and was scrapped in 1986.



AUSTRALIS





1964 was a boom year on the Australian run, and the Ellinis was fully booked carrying over 24,000 passengers. With prospects looking good, the stage was set for the most ambitious Chandris purchase yet, none other than the erstwhile pride of the American Merchant Marine, the magnificent 26,435 grt **America**, built in 1940 at the Newport News shipyard. She had spent a busy war carrying 7,000 troops at a time all over the world as the **USS West Point**, and after decommissioning and refurbishment had been the flagship of the US transatlantic service until the coming of the superliner **United States** in 1952. By 1964 jet planes were making inroads into the transatlantic trade and Chandris Lines were able to snap her up and carry out their usual comprehensive rebuild increasing her passenger accommodation from 1,056 to 2,258. She was immediately employed in the Australian migrant trade as **Australis** and also in the round the world cruising which was increasingly being developed by the Chandris Line. The Line seems to have commissioned British artist Derrick Smoothy to paint a series of portraits of her used on post cards which clearly display her imposing profile (above). **Derrick Oswald Smoothy (1923-2009)** was one of the most accomplished post-war marine artists. He was born in Rochford, Essex and served in the Royal Navy on aircraft carriers during the Second World War. A Gold Medallist of the Royal Drawing Society, he was commissioned by many leading shipping companies, including P&O, Union-Castle and CGT as well as Chandris.

THE QUEEN FREDERICA

1965, with the new flagship **Australis** in full operation, saw a record number of 43,526 passengers carried to and from Australia, so it was not surprising that the fleet was augmented by the iconic **Queen Frederica** from the National Hellenic Mediterranean Line later that year. The superb painting (right) adorns the cover of William Miller's book on Greek Passenger Liners, which celebrates the affection American shiplovers had for these veteran ships bought back to vibrant life by Chandris, but sadly no artist is credited. The **Queen Frederica** continued to run on the Mediterranean-New York route until stricter US safety regulations relegated her to Mediterranean cruising but from 1967 she was often laid up. This grand old lady was sold for scrap in 1977, but she cheated the breakers by being totally destroyed by fire at Elefsina near Piraeus.

THE AMERIKANIS

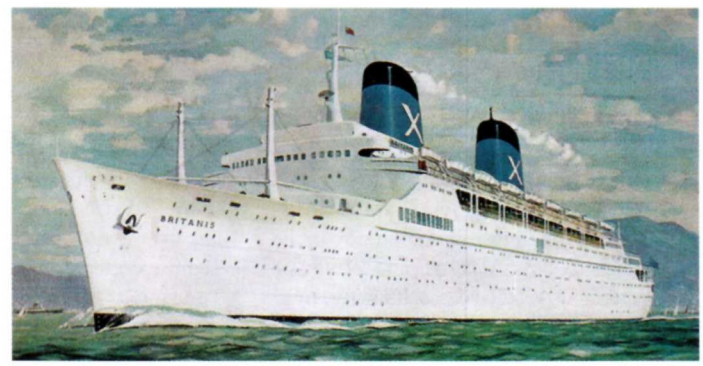
To replace the **Queen Frederica** in 1968 Chandris went back to the Union Castle Line and bought the 17,041 grt **Kenya Castle**, which, like her predecessor in the fleet **Bloemfontein Castle**, had been built by Harland & Wolff and completed in 1952. Renamed **Amerikanis** (right) and with the usual attempts to streamline her appearance and increase her capacity, she was initially put to work on the transatlantic trade but from 1970 she was engaged in cruising.

THE JEWEL IN THE CROWN: BRITANIS

Above left: *Arguably the most accomplished artist currently engaged in painting ships for clients all over the world is Britain's Robert Lloyd, and he has kindly allowed me the use of these two paintings from his latest book. The painting above shows the* ***Lurline*** *passing under the Golden Gate bridge in San Francisco.*
Above right: *Miller describes the Britanis much as Lloyd's painting of her in the Aegean shows her: "...at sixty , in the summer of 1992, the* ***Britanis*** *seemed to glow. She was snow white from stem to stern...."*

Chandris Lines managed to stave off the worst impact of the closure of the Suez Canal in 1967 by flying emigrants from Athens to Djibouti to avoid the need for **Patris**, **Ellinis** and **Australis** to traverse the length of the Mediterranean, and by 1969 numbers had recovered to 77,025 and the time was right for the final significant recruits to enter the fleet.

In 1970 Chandris bought yet another of the four Matson two-funnellers built for the Hawaiian and South Pacific trade in the 1930s, and another **Lurline**. This one had been launched as the 18,017 grt **Monterey** by the Quincy yard in Massachusettes in 1932. In 1956 she was renamed **Matsonia** after refurbishment following war service. In 1963, after her sister the original **Lurline** had been sold to Chandris to become the **Ellinis**, she was renamed **Lurline**, which was the favourite Matson name after the yacht named **Lurline** which William Matson skippered in the 1870s and on which he met his first wife. Although Demitrios Chandris had been offering cruises in the Mediterranean through his Chandris Cruises since the 1960s, as the Australian trade gradually declined it was the **Britanis** that really signalled that Chandris was now primarily a cruise ship company when she began full-time cruising in 1975. Initially she divided her time between European and Caribbean waters but soon concentrated on New York. Chandris cuisine, even on the emigrant ships, had always had a good reputation, but for the luxury cruises in particular Anthony Chandris made sure it was outstanding. There were party cruises, gambling cruises, dancing cruises and cruises to watch events such as the America's Cup. Chandris can really be said to have set the template for cruise ship development that led to the current mammoth industry.



The painting (right) by Derrick Smoothy shows how drastically the appearance of the 1932 built **Monterey/Lurline** had been transformed in her later years. However by 1994 the Chandris engineers were finding it increasingly difficult to keep her sixty year old turbines and machinery in repair, and the **Britanis** was finally withdrawn from service and after a brief requiem as an accommodation ship at Guantanamo Bay she languished in a Tampa backwater, but, loath to succumb to the breakers, she sank off the South African coast en-route to Alang in 2000.

In 1970 they bought the 18,920 grt **President Roosevelt**, which had already had a chequered career. She started as the two-funnelled American troopship **General W.P. Richardson** completed in 1944 at Kearny, New Jersey. After a spell as the **Laguardia** for American Export Lines and then **Leilani** she was sold to American President Lines and renamed **President Roosevelt** in 1961. Chandris bought her and renamed her **Atlantis** under the Greek flag and she sailed as a luxury cruise ship, but only for two years before being sold in 1972, after which she took six more names before finally being sold for demolition in 2004 as **Explorer**.

CELEBRITY CRUISES

In the 1990s the descendants of Dimitrios (Anthony did not have any children) formed the deluxe Celebrity Cruise Line with the US-based Overseas Shipholding Group and took delivery of their first brand new cruise ship, the ground-breaking 46,811 gt **Horizon** and her sister **Zenith**. The 47,255 grt **Zenith** (right) was the largest cruise ship ever built in Germany when she was delivered from Jos. L. Meyer's Papenburg yard in 1992.Their great success led to the three-strong "Century" and then the "Millenium", "Solstice" and "Edge" classes. Although the company became part of Royal Caribbean International in 1997, the ships still proudly display the Greek "Chi" symbol around the world.

SMALLER SHIPS

During these years a small flotilla of coastal passenger ships were bought, mainly for cruising in the Mediterranean and often with interesting histories. Several had British connections but one will have to suffice to illustrate these ships. The 5,092 grt **Fiorita** (riight) was still just about recognisable as the Harwich ferry, **Amsterdam**, completed by John Brown at Clydebank in 1950. She ended her days capsized at Fethiye, Turkey in 1987.

LEGACY

The Chandris brothers recognised their origins on the island of Chios by setting up training schools there for engineers, cooks, stewards and radio officers, and many Greek seafarers since then can trace their careers back to their time on Chandris ships. The brothers were also influential and respected members of the Greek shipowning community, holding office with the Union of Greek Shipowners and the London-based Greek Shipping Co-operation Committee.

NEXT MONTH: Hellenic Mediterranean Lines

PORT OF CALL BY NORMAN MIDDLEMISS

ALEXANDRIA

The Port of Alexandria handles three quarters of the foreign import and export trade of Egypt, with the port city as the second most important city in the country after Cairo. Alexandria is located on the western end of the Nile delta between the Mediterranean and Lake Mariout at position 31°11' North, 29 °56' East. The Port of Alexandria Authority (APA) is the most important port authority in the country, the others being the East Port Said Authority, Damietta Port Authority, the Suez Canal Authority and the Red Sea Port Authority. The Port of Alexandria actually consists of four ports, the main Western port originally known in ancient times as Portus Eunostus, the Eastern port known in ancient times as Portus Magnus or the Great Port and today not navigable by vessels and used only by yachts, and El Dekheila Port lying almost twenty kilometres to the west of the main port, and the very small Abu Qir Port to the north east as a commercial port handling general cargo and phosphates.

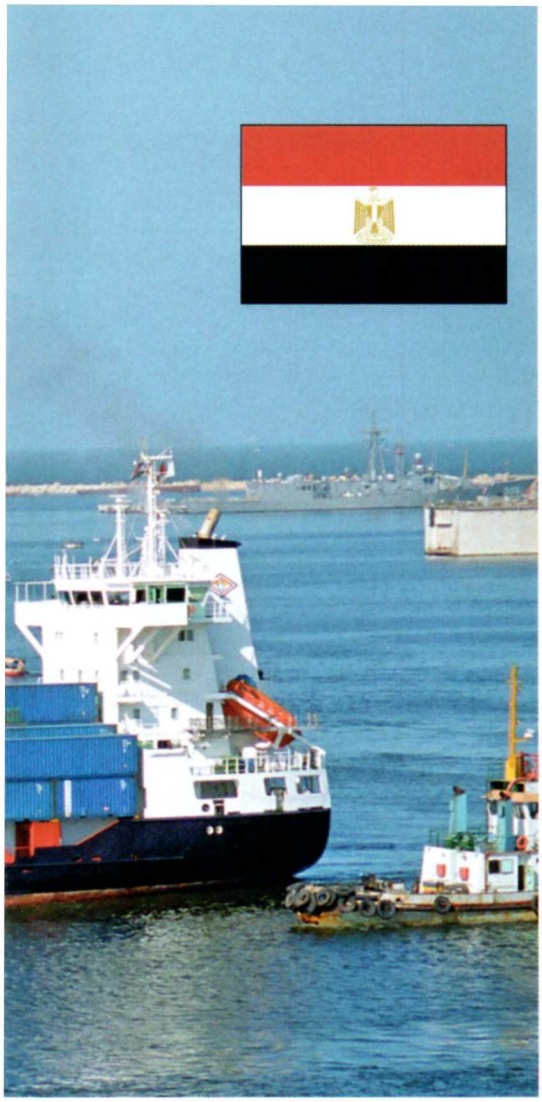
One of the most famous sons of Alexandria was the film actor Omar Sharif, born in the city on 10th April 1932 and who died in Behman Hospital in Egypt on 10th July 2015 at the age of 83 years. His most famous films were 'Lawrence of Arabia' of 1962 in which he acted alongside Peter O'Toole, Alec Guinness. Anthony Quinn, Anthony Quayle and Jack Hawkins, as well as the films 'Dr. Zhivago' of 1965 and 'Funny Girl' of 1968. Omar lived mostly in Cairo and also in his houses in Europe and a large white house in a desert area near Teguise on the Canary island of Lanzarote. The famous film with Alexandria in the title was 'Ice Cold in Alex' of 1958 which starred John Mills, Anthony Quayle and Harry Andrews, and was about the battle fatigued survivors of tank and ambulance crews who attempted to drive an ambulance over sand dunes to reach Alexandria to have ice cold beers in the many bars of the port.

HISTORY OF ALEXANDRIA

The city was founded by the great Greek hero Alexander the Great in 332 BC, Alexander commanded armies raised from Macedonia and Greece that conquered most of the Middle East including Egypt, as well as present day Iran and Iraq and continued onwards to take parts of present day Afghanistan and Pakistan. After the death of Alexander in 322 BC, the city was ruled by Pharaoh Ptolemy I until the Greeks finally departed in 30 BC, and the city then came under Roman rule in a time known as the 'Golden Age of Egypt', until the city was forcibly overthrown by Arab armies in 642 AD.

The Arab armies introduced Islamic culture and the Arabic language and number system into the country, with the Al Azhar Koranic University established in Cairo in 988 AD and is the oldest university in the world. The great Arab leader Saladin led his armies to conquer the Western Crusaders from Britain, France and other European powers, and he established himself on the throne of Egypt in 1171 until the Marmeluke Army of slaves from Circassia in the Caucasus seized power in 1250. Eventually, Egypt became part of the Ottoman Empire in 1517, until Napoleon Bonaparte landed at Alexandria and conquered Egypt in 1798. Napoleon was ousted three years later by British and Turkish forces in the great sea battle of the Battle of the Nile, with Mohammed Ali established as the Ottoman Governor in 1805. Mohammed Ali reopened access to the Nile from the Port of Alexandria with the Al Mahmudiyah Canal of length 45 miles in 1820. Egypt was brought to the verge of bankruptcy in the great civil engineering construction of the Suez Canal by French engineer Ferdinand de Lesseps, and Britain stepped in to rescue the country from financial ruin in 1875 by purchasing the controlling shares of the Suez Canal.

In 1882, Alexandria and Egypt had been occupied by British forces after the Orabi Revolt against the Egyptian Khedive, but remained under British control even after the formal recognition of Egypt as a member of the British Empire, although it was never formally occupied as a colony, but with the



Left: The 5,006gt Emily Borchard arriving at Alexandria. She was built in 1992 by Sietas at Neuenfelde as the Sven Oltmann. She was renamed Gracechurch Planet during a charter between 1999 and 2002 and then she was chartered to Borchard Lines for 2 years until being sold to Delphis NV as Believer in 2004. In 2009 she joined Romy Shipping as Romy Believer and on 29th January 2014 she arrived at Aliaga to be broken up by Oge GS Ithalat Ihracat.

Above: The 6,354gt Apollo Lion of Transbulk Navigation was built in 2002 by Brodotrogir at Trogir. In 2004 she was renamed Onego Sailor while on charter, and the following year she was sold to Monteverde Navigazione and renamed Hispanica. In 2008 she became Hudson of Hudson Schiffahrts and in 2012 she joined GRS Rohden Shipping as Rama. In 2016 she became Immensity of Glory Denecilik VE Gemi, Istanbul and still sails for them today.

Below: The 14,063gt Maersk Ahram was built in 1998 by China Shipbuilding Corporation at Keelung.

Bottom: 3,995gt Med Queen of Venice Shipping was built in 1993 by Galati SN as the Ai Bao for Maritime Trasport Co. She became Med Queen in 1996. In 2004 she joined Allendale Shipping of Malta as Naftobulk I and the following year she was converted into a cement carrier and renamed Naftocement VIII. In 2011 she joined Kerkis II LLC as Cement Voyager and in 2014 she moved to Sirios Cement as Sirios Cement III. In 2017 she moved to Varuna Marine and was renamed SC 1 and she still sails for them today.

(All photos by Nigel Lawrence)

Suez Canal heavily guarded by British troops. The British governors then ruled Egypt as despotic leaders, with Egypt declared a British Protectorate on 18th December 1914, becoming an independent sovereign state on 28th February 1922. The British rulers dominated the political life of Egypt and fostered fiscal, administrative, military and governmental rule over the whole of the country. The Port of Alexandria became the great Eastern Mediterranean strongly fortified base for the Royal Navy, to protect the vital British sea link of the Suez Canal for her huge Merchant Navy. During World War I, the British Mediterranean Expeditionary Force that took part in the ill fated Gallipoli campaign used the Port of Alexandria as its main base for troops and supplies bound for the landings at Cape Helles.

The Egyptian Railways were supplied with coal from the U. K. for many decades, with a jointly owned company formed in 1931 by Watts, Watts & Company Ltd. of London and the Alexandria Navigation Company S. A. E. The company was known as the Red Rose Line with a green swallow tail houseflag and 'ANC' in white, with many owned steam tramps all with black hulls and a black funnel with two central white bands separated by one green band, anda 'Star' prefix to their names e.g. Star of Alexandria, Star of Assuan, Star of Cairo, Star of Luxor, Star of Suez and Star of Egypt.

Above: The 9,329gt Abu Zenima of MISR Shipping was built in 1983 by Alexandria Shipyard. In 2011 she was sold to Seaservice Shipping of Tuvalu and renamed SS Veles and in 2014 she joined Princedome Ltd. of the Cook Islands and was renamed Perun. On 14th January 2015 she arrived at Chittagong to be broken up.
Below: The 5,744gt Al Shaymaa of Federal Arab Maritime was built in 1981 by EBIN/So at Porto Alegre as the Gehan Sadat II for Pharaonic Shipping. She joined Federal Arab Maritime in 1989 and is still in service for them today.
Bottom: The 5,250gt Alamira of Waad Shipping was built in 1958 by Loire-Normandie at Grand Quevilly as the Compiegne for SNCF. She operated the Dover to Boulogne and Calais routes until 1981 when she was sold to Strintzis Lines and renamed Ionian Glory. In 1989 they renamed her Queen Vergina and the following year she was sold to Llano Shipping of Malta and renamed Freedon I. In 1994 she joined Raneem Shipping and Transport of Jeddah as Katarina. She became Alamira in 1995. She was deleted from the register in 2010 and believed to have been broken up at Alexandria in 2012.
Editor's note: When I took this photo of her in 2003, her name appeared to be Al Ameerah but this name has never appeared in the register. *(All photos by Nigel Lawrence)*

ALEXANDRIA HARBOUR IN WORLD WAR II

The British naval base of Alexandria had the entrance heavily blocked by booms, chains and anti - submarine nets in World War II to protect the long line of battleships and aircraft carriers moored in line ahead across the full length of the wide Port of Alexandria. Marauding U boats and Italian submarines were thus kept out of the port, but the British naval fleet suffered from nuisance air attacks by long range German planes based in Crete.

Italian Navy divers of the Decima Flottiglia (10th Flotilla) carried out a raid on the harbour on 19th December 1941 and disabled two Royal Navy battleships anchored in the stream. The Italian submarine Scire sailed from La Spezia Naval Base under the command of Lt. Junio Valerio with three manned midget submarines attached to its deck. At the Greek island of Lesbos, six Italian crewmen were picked up for the midget submarines, and Scire sailed for the outer limit of the Alexandria approach channel to await the lifting of the heavy boom and chain defences when three British destroyers were allowed to pass and steamed into the harbour.

One of the midget submarines placed a limpet mine under the hull of the battleship Valiant, with its crewmen injured in the attack and they were forced to surface and were captured. Despite heavy interrogation by the commander and officers of Valiant, the midget submariners were 'tight lipped' as to where the mine had been placed, and was in fact directly under the locked room where they were incarcerated when the mine exploded, although they suffered only bruising. The second midget submarine placed its limpet mine five feet under the hull of the battleship Queen Elizabeth as planned. The crew were able to get ashore and slipped through unnoticed near the harbour gates posing as French sailors, but were captured two days later at Rosetta to the east of the harbour by Egyptian police while awaiting rescue by the Italian submarine Scire. The third midget submarine fixed its limpet mine under the stern of the Norwegian tanker Sagona of 7,554 grt as no large naval target had been found. The crew were arrested at a harbour checkpoint and imprisoned, but the explosion ripped off the entire stern of the tanker, with the famous flotilla leader destroyer Jervis, one of four destroyers refuelling alongside, badly damaged with repairs taking over one month.

The naval balance of power in the Mediterranean had swung towards the Italian Navy as a result of this attack carried out with great audacity, with Valiant and Queen Elizabeth out of action for periods of six and nine months respectively while undergoing hull repairs in the Admiralty Floating Dock 5, followed by longer periods in American dockyards. Also, during the night of 4th

February 1942, British tanks surrounded the palace of King Farouk in Cairo, and he was presented with an ultimatum by the British Ambassador to replace himself as ruler of Egypt and constitutional leader by a British and Egyptian coalition government. Farouk had never been a supporter of the British in Egypt since his ascendancy to the throne in 1937, and in fact after the war was long over he recruited German military advisers to help train his fledgling Egyptian Army.

PORT OF ALEXANDRIA IN POST-WAR YEARS

The British Royal Navy sailed away from the Port of Alexandria in 1946 and never returned, with the British Army mine disposal and explosive experts clearing the harbour for the Arab League association of Arab states to take over the port. Egyptian troops took part in the first Arab-Israeli War of 1948/49, with King Farouk of Egypt overthrown in July 1952, and he escaped on a liner from the Port of Alexandria. Egypt became a Republic in 1953 with General Neguib as President, followed by Colonel Gamal Abdel Nasser as Premier in 1954 and President from 1956. Nasser ruled Egypt with an iron fist until his death in 1970, with Mohammed Anwar El Sadat then becoming President.

The British era of influence and organisation of the Port of Alexandria took a long time to shake off, and the process of development, modernisation, and industrialisation and becoming 'Egyptian' again lasted throughout the Presidencies of Neguib, Nasser, Anwar Sadat (assassinated in 1981), and Hosni Mubarak as 4th President of Egypt from 14th October 1981 until 11th February 2011. All four Presidents took a keen interest in the Port of Alexandria as their most important port trading with the Middle East and the Western Democracies, with Hosni Mubarak forced to step down in February 2011 after 18 days of peaceful demonstrations in Tahrir Square in Cairo and other Egyptian cities.

Mubarak and his two sons were arrested on 28th February 2011 to stand trial on charges of premeditated murder of peaceful protestors during the revolution in Tahrir square in Cairo, and also misuse of influence, deliberately wasting public funds and amassing great private financial gain and wealth from them, as well as running a secret police state to identify all those who spoke out against their tyranny. On 28th May 2011, the Cairo Court found Mubarrak and his two sons guilty of all charges and particularly of heavily damaging the Egyptian economy, as well as murder and the shutting down of all telephone and Internet services in the country to silence the protestors. The trial was broadcast on Egyptian television, with Mubarrak ordered to paid back most of the estimated $80 million that he and his family had illegally seized, with a fine of $33.6 million to be paid from their own personal assets. They all served periods of at least three years in prison, and after his release for health reasons, Mubarak died recently on 25th February 2020 at the age of 91 years, and he is buried in the family plot outside Cairo.

The Port of Alexandria had grown by leaps and bounds in the late 1950s, with a passenger terminal built as one berth of a 'cross' pattern of ten berths when viewed from an aerial perspective to accommodate passenger liners of up to 30,000 grt, and accessed by a wide road and rail system on the southern part of the harbour. The Suez Canal was closed for seven and one half years from 1967 to 1975, and the port was overwhelmed by trade and shipping by cargoes accessing Cairo and the rest of Egypt at this time. An oil refinery was built near the western end of the port with oil pipelines snaking out over the country to Cairo, and iron and steel plants were opened, with steel exported in Zone 1 of the eastern part of the harbour at berths 5 to 15, The long east to west harbour today is split into six zones starting from the eastern part as follows:-

ZONE 1 Berths 5 to 15 for Break Bulk and Ro-ro cargoes
ZONE 2 Berths 16 to 28 for containers, Ro-ro and Bulk cargo, as well as the recently opened Cruise Ship Terminal, accurately described as one of the most beautiful cruise ship terminals in the world.
ZONE 3 Berths 35 to 47 for General cargo, Bulk cargo and Containers
ZONE 4 Berths 49 to 68 for Containers, cement, coal, fertilisers and general cargo
ZONE 5 Berths 71 to 85 for imported Timber and Grain cargoes and exporting flour, also for general and containerised cargoes
ZONE 6 Oil Basin and Berths 86 and 87 with storage tanks and pipelines connected to the nearby refinery by a two kilometre connection. Crude oil, petroleum products, molasses, edible oils and vegetable oils are handled, with a nearby quay handling significant numbers of cattle and sheep livestock e.g. the livestock carrier BMS Piridorm brought in 5,007 head of cattle in February 2020, with the rate of discharge being 3,000 cattle per day.

PORT OF ALEXANDRIA ORGANISATION

The total of imports and exports through the Port of Alexandria in 2019 was over 30.0 million tonnes, with the maximum capacity of the port being 37.9 million tonnes per year of break bulk, bulk, liquid and container traffic. In addition to sixty berths spread around the northern, eastern, western and southern shores of the harbour, there are many anchorage points in the middle of the harbour for ships to offload into barges or await a berth. The western and eastern harbours were formed when a land bridge of three quarters of a mile was linked to the offshore island of Faros, the original location of the famous Lighthouse of Alexandria, to form a 'T' shaped peninsula. The Alexandria Port Authority (APA) was formed in 1967, after 67 years of development from its first establishment in 1900, with Capt. Tariq Shaheen in overall charge of the port today as well as the Harbour Master for port operations. The Port Signal Station opened in 1968 on a circular tower of diameter five metres and a height of 42 metres and faces the entrance to the port, the old Port Signal Station having to be replaced due to the signals being blocked by high silos and high sided ships.

The winter rainy season has a north westerly wind of force 4 to 5 on the Beaufort Scale, while the summer winds are much lighter at only Force 2 to 3. The tidal range is minimal at only 0.46 metres between high and low neap tides. The average number of ships in the port at any one time is 85 to 90 ships with ongoing loading and discharging on 55 of these ships. The two breakwaters point towards each other with a port entrance width of 400 metres. The outer approach to the port is from three miles away and uses two main channels, the first is two thousand metres long and 220 metres wide and dredged to 14.0 metres, while the second channel is 1,600 metres long and 100 metres wide and is dredged to 9.0 metres. The harbour of the port is large at 600 hectares, with pilotage compulsory in the approach channels and harbour, with the use of tugs compulsory for all vessels over 2,000 grt. The Port of Alexandria owns no fewer than 68 working marine craft including tugs, pilot boats, launches and crane barges, as well as a large fleet of land based locomotives on a big network of rail lines.

The grain berths 84 and 85 in Zone 5 have silo capacities of both 50,000 tonnes and 100,000 tonnes, as they hold the strategic grain stocks for the whole country. Grain cargoes from bulk carriers alongside are discharged at the rate of 8,000 tonnes per day. The Oil Basin in Zone 6 handles crude oil, petroleum products, asphalt, diesel, fuel oil, naptha, molasses, edible oils and vegetable oils. The Al Nasr Company handles the operations for coal and coke discharge in Zone 4 for cargoes that arrive in Handysize bulkers of around 40,000 dwt at a berth of length 365.0 metres in length and alongside depth of 10.0 metres.

CONTAINER TERMINALS AT ALEXANDRIA and EL DEKHEILA

ALEXANDRIA CONTAINER CARGO HANDLING COMPANY

This company was established in 1984 for container and general cargo handling, with two terminals, one at the Port of Alexandria and the other at the nearby Port of El Dekheila. The Alexandria terminal has a throughput of 0.5 MTEU with a special depot for stripping LCL (Less than container loads),

and a special yard for the stuffing and destuffing of containers. The terminal area is 163,000 square metres on the east side of the Port of Alexandria, and with a storage yard of 15,500 TEU capacity and 1,000 reefer plug connections. The length of the quay is 531.0 metres with alongside water depth of 12.0 metres and a ro-ro quay of length 164.0 metres. There are three Panamax Gantry Cranes with an outreach of 17 containers width, and one Super Post Panamax Gantry Crane with an outreach of 19 containers width. The terminal has mobile cranes, 40 tractors, 18 top lift trucks, 9 empty handlers and 11 Rubber Tyred Gantries (RTGs).

The El Dekheila terminal has a throughput of 1.0 MTEU with a special depot for storing cargo received in LCL (Less than container loads) and for the handling of hazardous cargo containers. The terminal area is 406,000 square metres with a storage capacity of 27,000 TEU and 1,000 reefer plug connections. The container quay length is 1,040.0 metres with an alongside depth of between 12.0 and 14.0 metres, and ro-ro operations are also conducted at the end of the main container quay. There are five Post Panamax Gantry Cranes with an outreach of 17 containers width, and six Super Post Panamax Gantry Cranes with twin spreaders and an outreach of between 18 and 22 containers width. Terminal equipment consists of Mobile Cranes, 44 tractors, 17 top lift trucks, 7 empty handlers and 18 Rubber Tyred Gantries (RTGs).

ALEXANDRIA INTERNATIONAL CONTAINER TERMINALS (AICT)

In 2007, the new Alexandria and El Dekheila container handling facilities of the Alexandria International Container Terminals (AICT) began operations. Hutchison Ports is in charge of container operations at these container terminals, with the total area of the container storage yards of 175,000 square metres. The AICT terminal at the Port of Alexandria is on the extreme west side of the harbour, and the throughput of containers is around 1.5 million TEU per year, but this has been boosted by a new container terminal built at a cost of £750 million with additional investment to provide a new container storage yard of 420,000 TEU capacity near berths 71, 72 and 73. This investment was funded from China and the Chinese Hatchton Group.

PORT OF ALEXANDRIA SUMMARY

In summary, the water area of the Port of Alexandria is 22.8 square kilometres, while the land area of the port is 16.8 square kilometres, with all sixty berths of total length 7,605 metres having alongside depths in the range from 8.5 metres to 16.0 metres. The substantial working warehouses and storage areas of the port cover 1.65 square kilometres in area. There are six container berths of total length 914.4 metres with an alongside depth of 12.8 metres, and a total throughput of 1.5 million TEU of containers. There are many warehouses and transit sheds spread around all of the port, their total under cover area being 49,000 square metres.

Port operations are occasionally stopped at both the Port of Alexandria and the Port of El Dekheila due to very poor visibility from dust and climatic conditions. Modern suction dredging of the Port of Alexandria was performed between 1976 and 1985 at a cost of US$45 million for the removal of accumulated sand in the existing entrance channels and harbour. The new larger approach channel was then opened after this dredging made it possible to make ship traffic easier and safer to enter and leave the port. The port grab dredger of 650 tonnes capacity and built in 1979 presently maintains the alongside depths of the quays in the harbour together with two dump barges.

A new multi-purpose Terminal is planned for berths 55 to 62 in Zone 4, with the Egyptian Minister of Transport acting on the decisions of the executive personnel of the Port of Alexandria to have the terminal ready for operation in early 2022. The full engineering team of the construction project is in place, with the new terminal raising the classification of the port from ships of moderate size to the reception of very large ships in the range of 150,000 dwt. The construction period of two years will also go hand in hand with dredging of the harbour and the main approach channels to take the larger and deeper draft ships. The terminal will operate three large berths for container ships, one large berth for loading and discharging car and truck carriers, and one very long berth for break bulk, general and bulk cargoes.

The Port of El Dekheila is part of the Port of Alexandria and covers a huge surface area of 1.64 million square metres, with the total length of the nineteen berths being 4,660 metres with alongside depths of twenty metres. It is situated almost twenty kilometres to the west of the Port of Alexandria, and has a potential total annual cargo capacity of 27.1 million tonnes, and a container throughput at six berths of 1.5 million TEU capacity. The huge area of the port is critical for its future expansion, and the wharves are near to an iron and steel smelter, a large power station, and the Borg El Arab airport, with the port having its own Free Zone to give tax and other incentives to the creation of new businesses located in the outer port area. This new port is located at position 31°08' North, 29°47' East.

CRUISE SHIP CALLS AT ALEXANDRIA in 2020/21

Celestyal Cruises operated by Louis Cruise Line of Cyprus feature short three day cruises from Limassol to Haifa and Alexandria, and are marketed as the chance of a lifetime to see the Great Pyramids of Giza and the Sphinx at Cairo, and also describe the Port of Alexandria as 'The Pearl of the Mediterranean'. The arrivals of the cruise ship Celestyal Crystal during March 2020 were delayed in the outer anchorage whilst a team from the Quarantine Department went onboard to examine all tourists and crew with heat seeking and testing equipment to ensure that were no suspected cases of Corona virus onboard. An equally serious reason was behind the call of the cruise ship Salamis Filoxenia, the former Gruziya of 16,331 gt built in 1975 for the Black Sea Shipping Company of Russia. She arrived on 19th October 2019 and stayed for two days with a full complement of 350 passengers onboard to foster the important role of the Tripartite partnership of Egypt, Cyprus and Greece, and the equally important bilateral partnership between Egypt and Greece. She was built by the Turku yard of Wartsila in Finland along with her sisterships Belorussiya, Kareliya, Azerbaydzhan and Kazakhstan. The cruise lines due to call at the port were as follows:-

Celestyal Cruises	30
TUI Cruises	8
Phoenix Seereisen	6
Azamara Cruises	3
Windstar Cruises	3
Regent Seven Seas Cruises	2
Royal Caribbean Cruises	1
MSC Cruises	1
Costa Cruises	1
Viking Cruises	1
Pullmantur Cruises	1
Marella Cruises	1
Fred. Olsen Cruises	1
Le Ponant Cruises	1
GRAND TOTAL	**60**

The magnificent new Port of Alexandria Cruise Terminal of 8,725 square metres in area was built in 2009, with the terminal building being two storeys high and has 8,000 square metres of public amenities and shops. Large cruise ships berth on either side of the head of the terminal that juts out at right angles from the shore, with magnificent green landscaping, lawns and gardens in between the two giant berths. The terminal building is built in the 'Roman and Pharaonic' style with pastel coloured interiors and plenty of space for 107 shops, five restaurants, and several smaller cafes. The new Port Cruise Terminal has rightly been described as the most beautiful of its kind anywhere in the world, with palm trees blowing in the breeze along both of the very long berths. The terminal is situated in Zone 2 to the west of Zone 1, with buses awaiting cruise passengers to whisk them away to attractive destinations nearby in the city of Alexandria, or as far away as the colossal Pyramids of the Pharaohs and the Sphinx near Cairo. The car and coach bus parking

areas are huge and some passengers take taxis into central Alexandria to see the sights of the city as these are a few miles away. The tourist sights of Alexandria include the magnificent new Bibliotheca Alexandrina at the east end of the Eastern Harbour, which is a major, large building and library housing eight million books with a further 500,000 books gifted from the Bibliotheque Nationale de France (BnF) that detail the building of the Suez Canal by Ferdinand de Lesseps and his original plans for the construction. This gift made the new library into the sixth biggest Francophone library in the world, the hugely impressive building opened to the public on 16th October 2002. It commemorates the Ancient Library of Alexandria that was lost to the sea along with the Great Pharos of Alexandria. The new library complex also houses a Conference Centre, map library, multimedia facilities, four museums, four art galleries, fifteen permanent exhibitions, a planetarium, a manuscript restoration laboratory, and facilities for access by disabled, blind and visually impaired people.

The Roman Kom El Dekka amphitheatre in Alexandria is in very good condition with seating for 800 people in thirteen white marble terraces. This is a circular structure rather than the more typical Roman or Greek oval amphitheatres. The new, colourful Stanley Bridge with twin vertical stone supports at each end is near the private access Stanli Beach, and crosses a seawater inlet around five miles east of the Eastern harbour on the Corniche road. The bridge has a total length of 400 metres and was constructed in recent years by the Osman Ahmed Construction Company.

The Citadel of Qaitbay is a 15th century defensive fortress built in ochre coloured stone with castellated tops and completed in 1477 by Sultan Asraf Sayf Qaitbay. It is situated on the east side of the northern tip of Pharos Island, marking the seaward end of the peninsula that juts out to sea to separate the Western harbour from the Eastern harbour. This is the exact site of the legendary and extremely high Pharos of Alexandria, one of the Seven Wonders of the World, that fell gradually into the sea over a millennium due to earthquakes and a change in the sea level to seaward of Alexandria harbour. Sultan Asraf Sayf Qaitbay ruled for 29 years from 1468, and today the building, which has open parade grounds and landscaping and gardens, serves as the Alexandria Maritime Museum after Egyptian naval troops converted the building in 1952/53.

Cleopatra's Needles lay undisturbed in the sands of Alexandria for over two thousand years, and are three in number with one located on the Victoria Embankment on the north bank of the Thames near the Golden Jubilee Bridges, and the others are in Paris and New York. The obelisks were originally erected in the Egyptian city of Heliopolis around 1,450 BC, and were then transported to Alexandria for safekeeping. The three obelisks are all of the same height and stand 91 feet in height, weigh around 225 tonnes and are inscribed all over by Egyptian hieroglyphs. The obelisk in London was dug out of the sand of Alexandria in 1877 and encased in a long, floatable iron cylinder of length 92 feet and diameter of 16 feet. The iron cylinder was then towed by the steamer Olga through the Mediterranean and out of the Straits of Gibraltar but was nearly lost in a terrible storm in the Bay of Biscay on 14th October 1877. The cylinder stayed afloat and was towed into El Ferrol in Galicia by the Glasgow tramp Fitzmaurice, owned by Burrell & Son. The paddle tug Anglia of William Watkins Ltd. of London then towed the obelisk to the Thames estuary and arrived on 21st January 1878. The obelisk was then erected vertically using wooden trestle cranes on each side on 12th September 1878. The Cleopatra's Needle is flanked by two black painted Egyptian sphinxes designed by the English architect George John Vulliamy, with the whole monument being beautifully restored in 2005.

THE ALEXANDRIA DOCKYARD (ASY)

The Russian Government funded a contract in 1962 for the construction of a shipyard in the eastern part of the harbour beside an old graving dock of 10,000 dwt capacity. The training of skilled men and apprentices began a year later, and in 1964 a mechanical slipway comprising four slips became available served by a carriage having a lift capacity of 600 tonnes for repairing ships up to 1,500 dwt. In 1965, a new graving dock was built by a German contractor with a capacity of repairing ships of up to 85,000 dwt. In 1968, more space was gained by reclaiming land from the harbour and two inclined building berths were completed. The yard was almost ready in 1969 for the construction of ships under the Chairmanship of M. A. Hussein. The first of 35 merchant ships was launched as Alexandria in 1971 and completed at the new fitting out berth. These ships were built in classes powered by oil engines supplied by B & W of Copenhagen to give service speeds of between 12.0 and 17.5 knots as follows:-

A class of general cargo ships of 8,230 dwt with five holds, four in front of the navigating bridge and one aft with dimensions of length 130.0 metres, moulded beam of 17.8 metres and depth of 9.8 metres with a draft of 7.8 metres, and crane capacity up to 40 tonnes. The Egyptian Navigation Company took delivery of Alexandria, Ahmos, Alchatby, Ikhnaton, 15 May, Memphis, Nefertiti, Raseltin and Thutmose by 1982.

A class of general cargo ships of 12,800 dwt with four holds and hatches on dimensions of length 132.8 metres, moulded beam of 20.5 metres, and depth of 12.2 metres with a draft of 9.4 metres. The class was strengthened for heavy cargoes, and had a stern ro-ro ramp with crane capacity up to 25 tonnes, with the MISR Shipping Co. Ltd. of Alexandria taking Aburdees, Abu Zenima, Abu Egila, Al Minufiyah, Alexandria and Ebn al Waleed between 1983 and 1991.

A class of general cargo ships of between 6,000 and 6,900 dwt with three holds and container capacity of 260 TEU on dimensions of length 107.1 metres, moulded beam of 18.3 metres, depth of 8.0 metres and draft of 6.1 metres. Alexandria, Aida, Arabia, Mersa Alam, Ras Sedr, Sloman Challenger and Sloman Commander were completed between 1994 and 2000.

Two bulk carriers of 38,500 dwt were completed in 1985 on dimensions of length 200.0 metres, moulded beam of 26.5 metres, depth of 15.8 metres and draft of 11.0 metres as Al Sedik and Qena for the Egyptian Navigation Co. Ltd.

Two ro-ros were completed in 1989 as Al Qusayr and Nuwayba of 3,078 dwt for the Egyptian Navigation Co. Ltd. on dimensions of length 117.2 metres, moulded beam of 17.5 metres, depth of 12.0 metres and draft of 5.0 metres.

In Millennium year, the yard changed over to building warships, with the yard transferred to the Ministry of Defence under the Maritime Industries and Services Organisation (MIASCO), and the yard updated by a contract with a Chinese State owned yard between 2011 and 2014. Four 'Gowind' class corvettes were completed for the Egyptian Navy with the first built at Lorient and delivered to Egypt in September 2017, with the remaining trio built by the Alexandria Dockyard. The building dry docks are served by a gantry crane of 90 tonnes capacity, together with seven cranes of 30 tonnes capacity, three of 25 tonnes capacity, one of 16 tonnes capacity, and one of ten tonnes capacity. This impressive shipbuilding and repair yard has three outfitting quays of total length 1,200 metres, and GRP construction capability for warships of length 60.0 metres, beam of 24.0 metres, and depth of 14.0 metres.

A contract was signed in 2020 for the construction of ten bunkering vessels with the General Petroleum Authority of Egypt after a visit by the Chairman of the oil authority to the yard on 26th November 2019. Repairs were recently completed to the twin funnelled blue hulled offshore vessel PMS Mayo of 4,294 grt built in 1987 and owned by Petroget Marine Services of Egypt, and previously working in the North Sea oil industry as DSND Mayo of Norway until May 2004.

Above: The 198gt tug October of the Alexandria Port Authority was built in 1978. She is one of 68 vessels operated by the Port Authority.
Below: One of the Port Authority's other tugs is the 180gt Dekheila 3 which was built in 1991 by Timsah at Abu Qir as the Dekheila, becoming Dekheila 3 in 1995.
Bottom: The former Presidential and Royal Yacht Mahrousa was built in 1865 by Samuda Brothers at Cubit Town, London. From 1955 to 2000 she was renamed El Horriya before reverting to her original name. She is now used as a training vessel. On 6th August 2015, the ship was the first vessel to traverse the new Suez Canal. Alongside her is the El Quosseir, also a training ship. She was built in 1930 at Leith as the Royal Yacht Faqr Al Bihar. *(All photos by Nigel Lawrence)*

EGYPTIAN PORTS & LIGHTHOUSES ADMINISTRATION (EPLA)

This authority is based at Alexandria and was founded in 1830 when an assembly body was appointed to supervise the construction of the port to receive vessels through an opening in two breakwaters into the Port of Alexandria. It today operates from Alexandria as the Egyptian Authority for Maritime Safety (EAFMS) with an excellent website at www.mts,gov.eg. The authority has carried out harbour works, salvage work, lighthouse development, and installation, improvements and maintenance to navigation aids in the harbours and along the coasts of Egypt. It has owned several very interesting ships during this long period.

The three masted barque Cape Finisterre was built in 1874 by Thomas Wingate & Company of Glasgow with dimensions of length 198.5 feet, moulded beam of 33.3 feet, and moulded depth of 18.6 feet. She traded for Abram Lyle & Sons of Greenock in the sugar trades to the sugar refinery at Greenock for many years before she was purchased by the Egyptian Government in 1924. She was renamed El Kahira in 1924 and El Faroukieh a few years later, and finally Alexandria in 1959. She was used for lighthouse visits and was converted into a training ship at Alexandria and was still afloat in 1966 after 92 years of service.

The steam fishery research vessel Mabahiss of 317 grt was built by Swan, Hunter & Wigham Richardson Ltd. at their Neptune yard, being launched on 11th September 1930 and completed a month later. She had dimensions of length 138.2 feet, moulded beam of 23.7 feet, and moulded depth of 10.2 feet, and after her coastal duties were finished she was converted into a research vessel in 1963. The steam tug Sakr of 254 grt was completed as Empire Warlock in 1944 by Ferguson Brothers Ltd. at Port Glasgow and sold to the EPLA in 1947 and renamed Sakr. The large twin screw steam tug El Nasser of 658 grt was completed in February 1956 by the Zosensho yard at Kure in Japan, and three twin screw firefloats were completed by Schiffswerft Berlin, and six small tugs were completed during 1960/65. The early pilot boats serving Alexandria harbour were named El Taif, Nagd and the twin screw Thasos, with coastal fishery craft Thaar and Nour completed in 1967.

The handsome white hulled passenger and lighthouse tender El Amira Fawzia of 1,881 grt was launched by Swan, Hunter & Wigham Richardson Ltd. on 8th July 1929 and completed a month later for the EPLA on dimensions of length 275.2 feet and moulded beam of 38.2 feet with twin quadruple steam engines driving twin screws. She was used as the passenger ship carrying all of the members of the EPLA on visits to lighthouses, and was renamed El Quseir in 1952. She was transferred to the Egyptian

Army in 1967 as a transport vessel for 400 troops and 40 horses.

Aida is an Arab female name meaning 'gift' and is used to describe a very beautiful maiden. The first lighthouse tender named Aida was a wooden yacht owned by the Khedive and built around 1900. The second lighthouse tender named Aida in the service of the EPLA was launched by a French shipyard of 1,428 grt with an overall length of 75.0 metres. She was attacked on 8th October 1941 by a Heinkel III aircraft at Zafarana anchorage in the Gulf of Suez, which hit her mast and crashed into the sea nearby. Aida was also sunk, but as the damage was not great, she was soon refloated and repaired. She eventually sank in 1957 after hitting the rocks at the Big Brothers Lighthouse on an island in the Red Sea 59 kilometres east north east of Al Quseir. She had been tasked to change the military personnel on the lighthouse, but heavy storms had made the sea state too rough for the exchange. All 77 personnel on board including her Master were rescued by a tug, and she sank stern first on to a reef.

Aida II was replaced by the equally handsome white hulled Aida III of 2,733 grt with a yellow funnel 'midships, and was built in 1962 by Zaanlandse Scheepsbouw Maats of Landsmeer in Holland. She had dimensions of length 287.0 feet, moulded beam of 45.0 feet, and moulded depth of 25.0 feet, and served the EPLA as a lighthouse tender and training ship, and was powered by twin 8-cyl Klockner Humboldt Deutz diesels of 2,000 bhp, and was broken up in Egypt in 1995.

She was replaced in turn by the handsome white hulled lighthouse tender and training ship Aida IV of 3,105 grt, whose keel was laid on 22nd September 1991 and she was completed and delivered to Alexandria on 22nd March 1992 by the Miho Shipyard at Shizuoka in Japan. She has dimensions of length 87.0 metres and moulded beam of 14.0 feet and a depth of 8.7 metres, and is powered by a MaK diesel engine of 2,207 kW to give a service speed of 16 knots.

Aida IV has a yellow funnel and two yellow masts and is still in service in her designed capacity of lighthouse supply and of providing onboard training for Merchant Navy cadets, and is manned by professional Deck and Engineer Officers and crew. She made a cruise in early August 2018 from Alexandria to Piraeus with a three day stopover in the Greek port to mark the 1st Anniversary of the Hellenic Arab Maritime Academy (HAMA). The EAFMS today operates in addition to Aida IV, two dozen tugs and firefloats.

EGYPTIAN PRESIDENTIAL YACHT

The very handsome former Egyptian royal yacht El Mahrousa (meaning 'The Protected') of 4,561 grt is still berthed at Alexandria after a long career of 155 years. She is built of iron and is 478.0 feet in length on the waterline, having been lengthened by fifteen metres in 1872 and again in 1905, with a moulded beam of 42.6 feet, and a draft of 17.5 feet.

She is now an Egyptian Navy training ship with a crew of 160, and is powered by steam turbines of 6,500 shp connected to triple screws to give a service speed of 16 knots.

She was designed by Oliver Lang in 1863 and launched two years later at the yard of the Samuda Brothers at Poplar on the Thames with great celebration, and after fitting out was delivered later that year to Alexandria and Khedive Ismail Pasha, Ruler of Egypt. She was originally fitted with paddle wheels, with the refit in 1905 including the replacement of its steam engine by more powerful steam engines and lengthening by five metres.

This refit was carried out by the Inglis yard on the Clyde, which built her new steam turbines under licence from the Parsons Marine Steam Turbine Company of Wallsend. She was also fitted with a Marconi telegraph and transmitter in 1912 to keep her passengers in contact with their Alexandria headquarters.

She carried three Egyptian rulers to their exile abroad, namely Khedive Ismail, Khedive Abbas II, and King Farouk after his overthrow in 1952.

The Presidential yacht was then renamed El Horreya (meaning 'Freedom or Liberty') in 1952 by President Nasser and transferred to the Egyptian Navy. The yacht continued to play an important role in the history of Egypt, taking President Nasser to several locations for talks, and it also sailed with President Anwar Sadat to Jaffa in Israel during the 1979 peace talks between Egypt and Israel. She sailed mostly in the Eastern Mediterranean, and today she sails from Alexandria three times per year as the Presidential yacht.

She also sailed to the U. S. A. to take part in the International Naval Review to commemorate the bicentennial of the founding in 1976.

She regained her original name in September 2000 of El Mahrousa after a visit by President Mubarak, and she had an important role on 6th August 2015, when she was the head of a column of ships that inaugurated the New Suez Canal with dual lanes in certain sections.

She is a real gem of a ship with a very long history that covers the entire period of modern Egypt after the opening of the Suez Canal in 1869. She is white hulled with a bowsprit, yellow funnel and two yellow masts.

There were also smaller Egyptian royal yachts in service on the Nile in the 19th century.

POSTSCRIPT

The most frequent cargo imported at Alexandria is wheat, with several bulk carriers carrying wheat discharged each week, with flour as the most frequent export cargo. Maersk Line container ships are the most frequent callers at the six container ship berths, but the port also receives container and general cargo ships owned by CMA CGM, MSC, Evergreen, Egyptian Navigation Co. Ltd., MISR Shipping Co. Ltd., Arkas Shipping Line, Borchard Lines, Hamburg Sud, Hapag-Lloyd, COSCO Shipping, APL, OOCL, PIL, Yang Ming, Tarros Shipping Line, Fairtrans Shipping Line, BMC Shipping Line, Middle East Shipping Line, Charles M. Willie Shipping Group, and Inchcape Shipping Services.

A very large arch forms the gateway to the Port of Alexandria with a very impressive new Cruise Ship Terminal, one of the most beautiful in the world, as well as the soon to be completed multi-purpose Terminal in Zone 4 of the port between berths 55 to 62 to receive larger capacity multi-purpose ships and bulk carriers. The city of Alexandria has a long Corniche and a coastal built up span of twenty miles, with the Port of Alexandria to the west of the city and stretching for a further seven kilometres along the coast. This is the main port of Egypt and it is thriving today after a very long history dating back to Cleopatra and Roman times.

The Port of Alexandria today operated fifteen modern tugs such as Alexandria 1, Alexandria 2 and Alexandria 3 of 354 grt and built in 1999, with the similar tugs Dekheila 3, Dekheila 4 and Dekheila 5 built in 1997 at the Port of El Dekheila. The powered crane vessel Younis of 700 grt was built in 1980 by the Timsah Shipbuilding Company at Ismailia on the Suez Canal, and is equipped with a 35 tonne crane and moves at 8 knots powered by twin M.A.N. oil engines of 840 bhp.

The Ministry of Oceanography and Fisheries operates two research vessels from the Port of Alexandria, Salsabil and Yarmouk.

Pilotage is compulsory for vessels arriving and departing the port. The approach area is 3nm away from the straight entrance, and its depth varies from 30-35m.

The versatile port e-commerce software and systems include an electronic management system for Alexandria and El Dekheila ports, with four logistical centres established to link to clients across the full length and width of the harbours, including terminal managers and masters of ships. The ports have a CCTV system with 160 fixed cameras and 44 mobile cameras and modern electronic gates connected to the port electronic management system.

I wish to sincerely thank the excellent website of the Port of Alexandria Authority at www.apa.gov.eg.

FORGOTTEN FLEET BY NORMAN MIDDLEMISS

G

WEST HARTLEPOOL STEAM NAVIGATION CO.

J.E. GUTHE

The company was founded in 1856 by Ralph Ward Jackson and Robinson Watson, both of Hartlepool, to operate five early, newfangled coastal steamers in the North Sea liner trades between West Hartlepool and Hamburg or St. Petersburg in summer when ice-free. Unfortunately the company's bankers went into liquidation in 1866 and the fleet was sold to Christopher Webster of Pallion Hall, Sunderland with management in the hands of his son-in-law Capt. W.J. Young. In 1879 the tramping trades were entered with coal out to the Mediterranean and grain homewards from the Black Sea, with variations to Eastern seaboard U.S.A. and Canada. Capt. Young had previously served as a Master in the company ships and was made a partner for the twenty years he managed the company until his death in 1886.

Thomas Barraclough of Hartlepool was then appointed manager and he was maintaining the Hamburg service with three steamers in 1896, with another to Gothenburg and the Baltic and the remaining nine tramps operating world-wide.

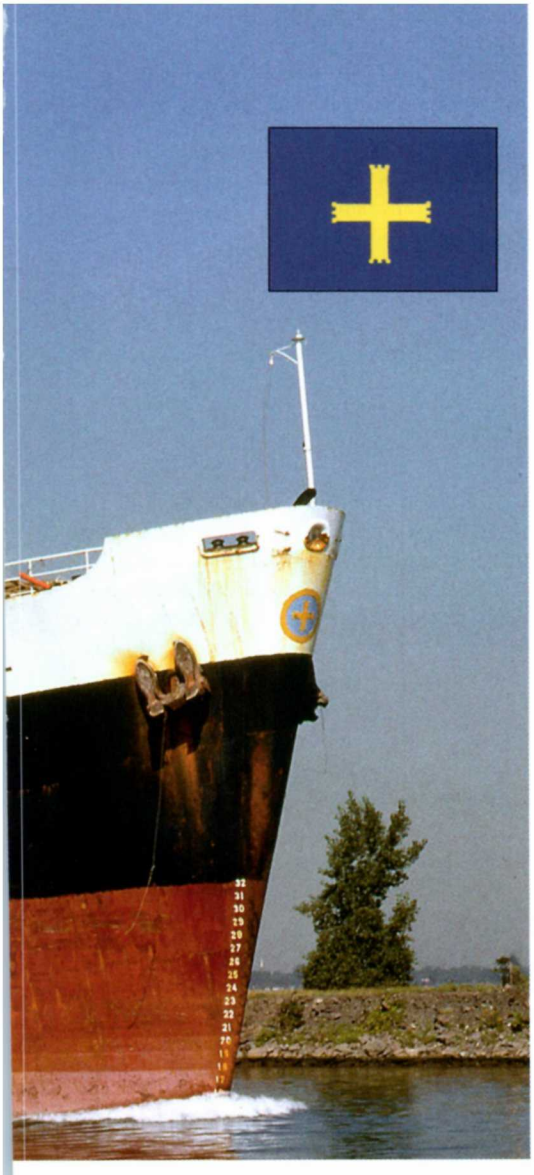
In 1898 Sir Christopher Furness, the locally born shipping millionaire, gained control of the company and immediately set plans in motion to merge the company ships with the tramp fleet of another large Hartlepool shipowner, J.E. Guthe and set-up a limited liability company of the same name with a capital of £500,000 to expand the tramp fleet. This was done on the 2nd March 1899 with Christopher elected Chairman, J.E. Guthe as managing director, the other directors being Stephen W. Furness, Joseph F. Pease and Sir Edward T. Gourley, M.P. for Sunderland.

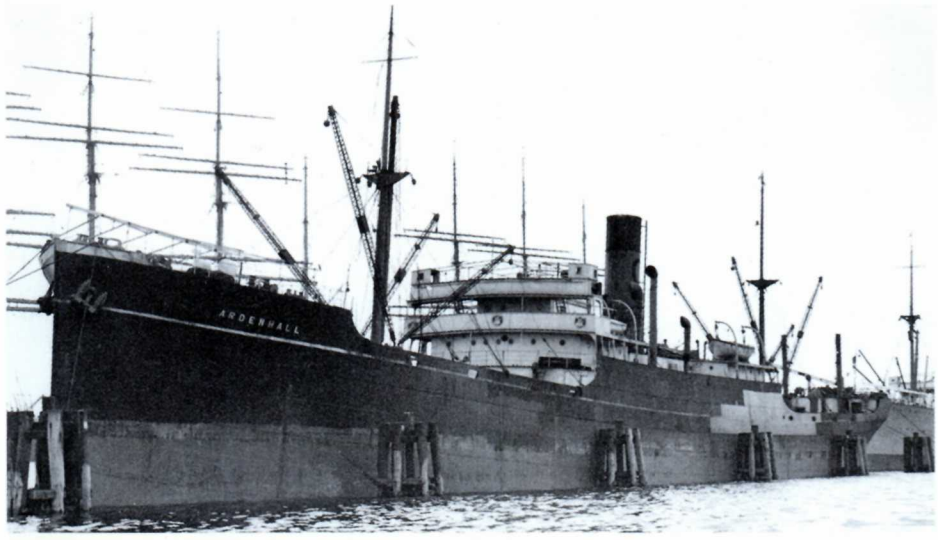
J.E. Guthe was a German immigrant who came from Leipzig to Hartlepool in 1875 and gained much of his early shipping experience with the local company Cory, Lohden & Co. His appointment meant that the previous managers Ernest Alfred Webster and Thomas Barraclough were free to set up their own tramp company as Webster & Barraclough of Hartlepool, trading successfully until the end of WW I. Sir Christopher Furness had now created a tramp company owning fifteen fine tramps with two more steamers, Gipsy Queen and Panther, maintaining the Gothenburg service, and three more operating to Hamburg, German Empire, Kaiser and Sprite. The first tramp with the suffix 'Hall' was the Haddonhall from the merged Guthe fleet. Orders were now placed for thirteen brand new large tramps mostly with yards under the control of Sir Christopher Furness:-

Irvine's SB & DD	(7)	Clumberhall, Vauxhall, Boltonhall, Lindenhall, Hendonhall, Polamhall, Grantleyhall
Furness, Withy	(1)	Daltonhall
R. Craggs	(2)	Askehall, Birkhall
R. Stephenson (Tyne)	(3)	Dinsdalehall, Cliftonhall, Derwenthall

Triple expansion engines were provided by engine-builders in the Furness empire, Richardsons, Westgarth & Co. Ltd. of Middlesbrough and Hartlepool and W. Allan & Co. Ltd. of Sunderland. DaltonhallL was the first completed at the Middleton harbour yard of Furness, Withy & Co. Ltd. in Hartlepool in June 1899 but was purchased by Sir Christopher shortly after completion for his own fleet and traded for him under this name for the next 15 years.

In 1902 a joint service to the Persian Gulf from Manchester and Cardiff and London with Bucknall Line and Strick Line was started, quota agreement being reached in July 1903 as 23/60ths each to Strick and Bucknall and 14/60ths to West Hartlepool





Left: The 9,177grt Ardenhall was built in 1971 by Austin & Pickersgill at Southwick as the Dunelmia for Metcalf Shipping. She became Ardenhall in 1976. In 1981 she was sold to Cross Poit Shipping and renamed Moolchand and in 1989 she became Mashco Star of Marsay Shipping. In 1992 she joined Delta One International as Delta II and on 2nd June 1993 she flooded while on a voyage from Jubail to Bombay with a cargo of sulphur. She was taken to Bombay where she was broken up, work commencing on 22nd September. *(Harry Stott - Malcolm Cranfield collection)*

Above: The 4,968grt Ardenhall was built in 1920 by Bartram & Sons at South Dock as the Stonewall for Garland SS Co. of New York. In 1923 she joined St. Helen's Shipping of London as Silverbirch before becoming Ardenhall in 1924. In 1936 she joined Kilvey Shipping of Swansea as Cefnbryn and later that year she moved to Jugoslavenska Plovidba DD as Galeb. In 1939 she joined D/S A/S Carolvore of Norway as Vest and in 1951 she became Siredal of A/S Rutefart. In 1954 she joined Skibs A/S Motor and they renamed her Regulus in 1956. Her final role was as Ruth for Bowring & Curry GmbH of Hamburg who she joined in 1959. On 29th October 1959 she arrived at Hong Kong to be broken up by HK Chiap Hua Manufactory Co. *(John B. Hill collection)*

Below: The 5,198grt Clumberhall was built in 1930 by Wm. Gray at West Hartlepool. In 1946 she was sold to Ormos Shipping of London and renamed Ormos and in 1947 she joined Alpha South African SS Co. as Alpha Oranje. In 1951 she was sold to Toho Kaiun KK of Japan and renamed Eiko Maru. She was broken up by Shinwa Kaiun at Sakai during May 1961. *(John B. Hill collection)*

Bottom: The 4,831grt Kepwickhall was built in 1932 by Wm. Gray at West Hartlepool. In 1938 she was sold to Stanhope SS Co. as Stanhall and on 30th May 1940 she was torpedoed and sunk by U-101 off Finisterre while on a voyage from Townsville to London with a cargo of sugar and onions. 1 crew member was lost. *(John B. Hill collection)*

Steam Navigation Co. Ltd. In addition Frank C. Strick vigorously attacked the Army and railway trade into Bombay, which was open to tender, but both Bucknall and West Hartlepool Steam Navigation Co. Ltd. refrained to do so in case of retaliation into the Persian Gulf from the Bombay Conference companies of P&O, British India and Clan Line. The Persian Gulf quota agreement was for a period of six years until 1909, but by that time West Hartlepool Steam Navigation Co. Ltd. had ceased to trade there and concentrated on general tramping. The North Sea liner trades to Hamburg and Gothenburg ran on a reduced frequency until abandoned on the outbreak of war in August, 1914.

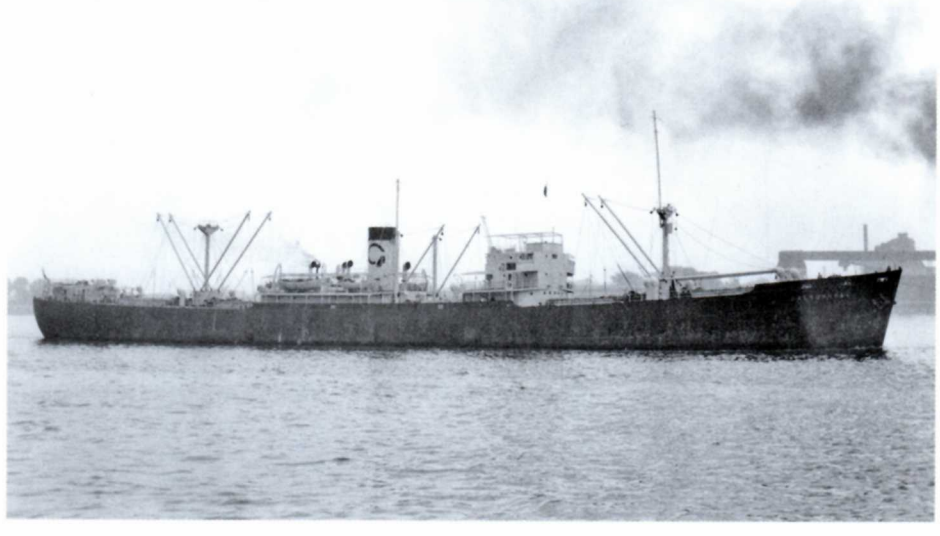
Sir Christopher Furness had sold his shareholding to J.E. Guthe in 1904 to concentrate on his own tramp fleet, the West Hartlepool Steam Navigation tramps having carried the 'G' of Guthe on their yellow funnels with a black top since the merger of 1899. He resigned from the Board together with Stephen W. Furness and Joseph F. Pease, leaving J.E. Guthe to be appointed as Chairman, with his son of the same name being appointed a director in 1906 and two further brothers joining the management company which was known as Guthe Brothers & Company at this time.

Above: The 5,247grt Lindenhall was built in 1937 by Wm. Gray at West Hartlepool. On 7th November 1942 she was torpedoed and sunk by U-508 off Venezuela while on a voyage from Rio de Janeiro and Trinidad to New York and London with a cargo of iron ore. 42 of her 48 crew perished.

Below: The 6,854grt Derwenthall was built in 1940 by W. Doxford & Sons at Pallion. In 1952 she was sold to Rowland & Marwood's SS Co. and renamed Kildale and in 1961 she moved to Headlam & Sons as Glaisdale. In 1968 she joined Rama Shipping of Singapore as Rama Lesmanna and on 2nd June 1969 she arrived at Hong Kong to be broken up by Fuji Marden & Co.

Bottom: The 5,175grt Daltonhall was built in 1941 by Wm. Dixford & Sons at Pallion. In 1958 she was sold to Altis Shipping and renamed Altis and on 11th May 1967 she arrived at Whampoa to be broken up.

(All photos from the John B. Hill collection)



An interesting ship joined the fleet shortly before the outbreak of WWI and was renamed Wiltonhall. She had been built by J.L. Thompson & Sons Ltd at Sunderland in 1901 for the North Atlantic trades of T. Hogan & Sons of New York as Montauk but registered in Bristol. An exact sister, Matteawan, and three larger ships Mononmoy, Mohawk and Mineola were purchased in 1912 for Prince Line Ltd. managed by Sir James Knott. Three tramps were sold in 1915 to the London managers Brys & Gylsen Ltd. of Royal Lloyd Beige and were renamed Taxandrier, Brabandier and Cimbrier, with five further tramps being being sold at the same time to Houlder, Middleton & Co. Ltd., Maindy Shipping Co. Ltd. of Cardiff, T. Lewis of Cardiff, Letricheux & David Ltd. of Swansea and J. Esplen of Liverpool. They were replaced by two Glasgow tramps, Lissa from Glen & Co. renamed Apsleyhall, and Saint Helena from A. Mackay & Co. renamed Rytonhall, both becoming war losses:-

1.5.1916	**Hendonhall** - Mined/sunk in North Sea 2 miles SE of Inner Gabbard Buoy from mines laid by UC10 o.v. Portland (Me) to Rotterdam with grain
16.7.1916	**Wiltonhall** - Captured/sunk by bombs 65 miles NW of Algiers by U39 o.v. Bombay to Hull with general
1.8.1916	**Heighington** - Torpedoed/sunk 40 miles NE of Cape Serrat by U35 o.v. Naples to Oran in ballast
30.12.1916	**Apsleyhall** - Torpedoed/sunk 28 miles NW of Gozo, Malta o.v. Karachi to Cardiff with wheat by UC22. Master taken prisoner
7.5.1917	**Polamhall** - Torpedoed/sunk 80 miles WSW of Bishop Rock by U62 o.v. Alexandria to Hull with general
2.9.1917	**Rytonhall** - Torpedoed/sunk 105 miles off Ushant by UC69 o.v. from Montreal to Falmouth with wheat and flour
23.12.1917	**Grantleyhall** - Mined/sunk 5 miles E of Orfordness o.v. Villaricos to Middlesbrough with iron ore
20.8.1918	**Boltonhall** - Torpedoed/sunk in St. George's Channel 34 miles WSW from Bardsey Island by UB92 o.v. Manchester to Gibraltar with coal, 5 lost

Two War 'B' types, War Crocus and War Tulip, were briefly managed for the Shipping Controller at the end of the war.

The career of War Crocus was particularly brief at less than a day sailing from her birthplace of Hartlepool in the evening of 7th July 1918 and being sunk 2.5 miles NE of Flamborough Head early the next morning.

Her crew was saved and landed at Grimsby the same day. The war had also claimed one of the sons of J.E. Guthe on active service, with the founder himself passing away in 1916 and being succeeded by his son of the same name as Chairman of the company. There were four surviving tramps, Clumberhall of 1899, Lindenhall of 1900, Cliftonhall of 1907, Kepwickhall of 1916 with two further tramps being purchased at the end of the war. The first was Newfield, one of the last two surviving tramps of the Newcastle Steamship Co. Ltd., managed by the founding brothers J.J. & C.M. Forster, who had begun as tramp owners in October 1883 while operating from their home in Jesmond Dene in Newcastle. She was renamed Apsleyhall and kept for two years until 1920 when she became Cymric Queen and then in 1930 became the first Evans & Reid tramp as Nailsea Brook. The other tramp had been built in Hull for the Sea S.S. Co. Ltd. (W. Brown, Atkinson & Co. Ltd.) as Withernsea in 1912 and was renamed Ardenhall but again was only kept for two years before trading conditions were in a slump.

The depressed 1920s saw only second-hand tramps in the fleet:-

Siltonhall	Ex Nurtureton of Chapmans
Woldingham	Ex CameronN of K. McD. Cameron, Hartlepool
Kepwickhall	Ex Ballygally Head of Head Line, Belfast
Ardenhall	Ex Silverbirch of S. & J. Thompson
Apsleyhall	Ex Silverash of S. & J. Thompson
Polamhall	Ex Rhode Island of Warren Line, Liverpool
Hendonhall	Ex War Bailey, Conoor (No)
Grantleyhall	A War 'N' type which had lain on the stocks at the Greenock yard of Harland & Wolff Ltd. since 1919 for eight years before completion in August 1927

The following decade saw freight rates in a severe slump but the company showed great courage in ordering five new tramps from the local shipyard of William Gray & Co. Ltd., Clumberhall, Kepwickhall, Siltonhall, Boltonhall and Lindenhall.

The first four completed were given quadruple expansion steam engines by the builder, whereas Lindenhall of 1937 was given a triple expansion engine boosted by a low pressure steam turbine. She had an unfortunate start to her career having to put into Dover with hot tunnel bearings where she collided with the breakwater and did such serious damage to her hull that she was forced to return to the dry-dock of her builders only five days after sailing. The first company motortramp was the 'Doxford

Above: The 5,507grt Polamhall was built in 1950 by W. Doxford & Sons at Pallion. In 1962 she was sold to Socoa Shipping and renamed Sokorri and in 1971 she joined Virgo Shipping of Cyprus as Panaghia Grigoroussa. In 1975 she was sold to Manites Cia Naviera SA as Buena Ventura II. She was broken up by Indus Importers at Gadani Beach during February 1977. (John G. Callis - Malcolm Cranfield collection)
Below: The 5,779grt Kepwickhall was built in 1956 by W. Doxford & Sons at Pallion. In 1966 she was sold to Metcalfe Shipping and renamed Fidentia and in 1972 she moved to Premier Shipping Corporation of Singapore as Premier Arctic. On 30th May 1979 she arrived at Gadani Beach to be broken up by Indus Steel Trading Co. *(Malcolm Cranfield collection)*

Economy' Cliftonhall completed at Sunderland in May 1938. A further sister followed in April 1940 as Derwenthall and another as Daltonhall in June 1941, by which time the fleet stood at six tramps, of which two were lost to enemy action:-

12.6.1942	**Cliftonhall** - Torpedoed/sunk by Japanese submarine I-20 off Mozambique o.v. Alexandria and Aden to Table Bay and Chile, 2 lost
7.11.1942	**Lindenhall** - Torpedoed/sunk by U508 off Margarita Island, Venezuela o.v. Rio de Janeiro and Trinidad to New York and U.K. with ore, 42 lost

Lieutenant-General Yamada of the Japanese submarine I-20 sank three ships within 24 hours off the Mozambique coast, the Brocklebank cargo-liner Mahronda, Cliftonhall and the Yugoslav Supetar.

Lindenhall was badly damaged by parachute mines in the Royal Victoria Dock, London in March 1941 and was trapped in the dock along with other badly damaged ships and withdrawn from service for six months. After repair she was lost off Margarita Island, Venezuela with heavy loss of life when she quickly broke in two after the torpedo had struck. Two Doxford-built motortramps were managed for the Ministry of War Transport from completion in 1941/42 until transferred to the Dutch Government in 1943.

The surviving tramps were Clumberhall of 1930, Boltonhall of 1935, Derwenthall of 1940 and Daltonhall of 1941, the latter pair being 'Doxford Economy' motortramps. These two steamers were soon sold to London Greek owners, with Clumberhall becoming Ormos for Goulandris Brothers, and Boltonhall becoming Merchant Knight for Drake Shipping Co. Ltd. (Lykiardopulo & Co. Ltd.)

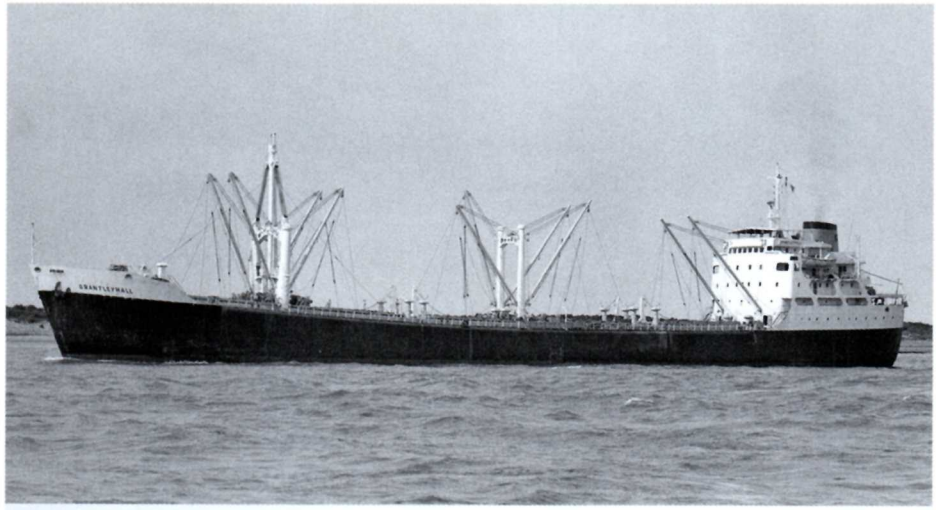
The first of a number of trawlers owned by the company in post-WWII years was completed at Beverley in 1947. A further Doxford Economy motortramp was

Above: The 10,200grt Apsleyhall was built in 1963 by Wm. Doxford & Sons at Pallion. In 1969 she moved to Wenduyne Shipping as Wenduyne and in 1973 she was sold to Marvel Shipping of Piraeus and renamed Angelina. On 5th June 1981 she suffered a serious fire off Uruguay and sank two days later.

(R.M. Parsons - Malcolm Cranfield collection)

Below: The 9,455grt Grantleyhall was built in 1962 by Mediterranee at La Seyne as the Skycrest for Crest Shipping. She became Grantleyhall in 1968. In 1976 she was sold to Valera Cia Naviera SA of Piraeus and renamed Areti S and in 1984 she joined Wizard Holding Ltd. of Jersey as Eurco Wizard. On 12th April 1985 she arrived at Dalian to be broken up. *(Malcolm Cranfield)*

Bottom: The 9,065grt SD-14 Carlow Hill was built in 1975 by Austin & Pickersgill at South Dock as the Lindenhall. In 1982 she became Carlow Hill of subsidiary company Bush Hill Shipping and in 1984 she joined Prosperidad Shipping as Sulu Express. In 1985 she moved to Northern Danyal Inc. of Viet Nam and was renamed Danya Express. On 18th August 1997 she arrived at Chittagong to be broken up by KSM Steel. *(Mike Griffiths - Malcolm Cranfield collection)*



purchased in 1947 as Empire General and renamed as Hendonhall.

The post-WWII rebuilding programme got underway at the Doxford yard in Sunderland at the beginning of 1950 with the launch of Polamhall of 9,220 dwt. A very similar sister was completed by the same builder as Kepwickhall in November 1956. Their 4-cylinder Doxford oil engines gave 4,800 bhp and a service speed in the region of 13.75 knots.

Full order books in U.K. yards meant that the company had to place their next order abroad, and was launched as Siltonhall at the Brodogradiliste yard in Rijeka, Yugoslavia during 1958 and completed in December of that year as Jalasilton for a five year charter to Scindia Line, to whom she was sold on termination of the charter. The larger Apsleyhall of 12,600 dwt was completed at the Doxford yard in 1963 and had five holds with bridge and superstructure amidships. The British-registered Crest Shipping Co. Ltd. with Yugoslav principals built their Skycrest of 14,875 dwt at this time at La Seyne with engines and bridge aft, and she joined the Hartlepool fleet next in 1968 as Grantleyhall.

Apsleyhall was sold in 1969 leaving Grantleyhall as the only owned tramp during the 1970s until the 'SD14' Lindenhall was delivered in July 1975 by Austin & Pickersgill Ltd. at their South Dock yard in Sunderland. A sister joined the fleet from fellow Hartlepool tramp owners Metcalfe Shipping Co. Ltd. in 1976 as Ardenhall. The Chairman J.E. Guthe sadly passed away in 1975 at the grand old age of 89 years and was succeeded by his son Digby Guthe.

Lindenhall and Ardenhall were fitted with heavy lift derricks of 80-ton and 60-ton capacity respectively and made them very suitable for charter to liner companies for world-wide operation e.g. U.S. East Coast to Persian Gulf and U.K. to South Africa. However Ardenhall was sold in 1981 to Panamanian owners and renamed Moolchand, while further operating economies were made in 1982 by the transfer of Lindenhall to a Hong Kong associate company, Bush Hill Shipping Ltd., and renaming her Carlow Hill.

Sadly Digby Guthe, grandson of the founder, died on 23rd March 1982 at the age of 55 years while on a salmon fishing trip in the River Dee in Scotland. The company continued to make losses in the poor trading conditions of the 1980s, running up losses of over half a million pounds in 1984 and £288,210 in 1985. The continuing depressed state of the tramp shipping market forced the company to sell its last tramp, Carlow Hill, in March 1985 to Philippine owners. The famous houseflag of the cross of St. Hilda, Abbess of Whitby, was to fly no more. The company remains in business as shipbrokers and distributors of camping equipment.

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READERS' CORNER

March's unknown ship brought only two replies both of whom identified her as the Ruperra.

Peter Sommerville writes: I think this ship is the Ruperra (4,548grt), built in 1925 by Wm. Gray/Central Marine for John Cory & Sons Ltd., Cardiff. She was torpedoed and sunk 500 miles NW of Ireland on the 19th October 1940 by U46 with the loss of 31 of her crew. Seven survivors were rescued by the Induna and landed at Methil. She had been on a voyage from New York to Greenock with a cargo of steel billets, scrap metal and aircraft.
She had two near sisters the Ramillies (1927) and Coryton (1928) but I think only the Ruperra had short king posts at the after end of number five hatch as seen in the photo.

Alan Blackwood writes: I believe this month's ship to be the shelterdeck steam tramp Ruperra, the first of a trio of virtually identical vessels to be constructed between 1924 and 1928 by Wm. Gray & Co. Ltd. at West Hartlepool to the order of John Cory & Sons Ltd. of Cardiff. Ruperra, the fourth vessel to be so named by her owners, was readily identifiable as the only unit of the newbuild sisters to be furnished with a pair of kingposts and associated derricks located immediately forward of her poop.
She was completed during January 1925 when measured with shelterdeck open at 4,548 gross tons and registered to the ownership of the British Steam Shipping Co. Ltd., at Cardiff, with John Cory & Sons as managers. With dimensions (LBP) of 396'11" x 53'1" she was powered by a triple expansion main engine of 423 NHP constructed by the Central Marine Engine Works Ltd. at Hartlepool to return a speed of 10 knots. In the course of the 1930's depression, Ruperra together with 3 other units of the fleet were laid up on the mud of the River Torridge near Bideford.
The vessel's WWII years appear to have been dogged with machinery problems. On 26th February 1940 with a cargo of grain, she had set out from Halifax as a member of Convoy HX23 bound for Liverpool, but within a matter of hours had to return to Halifax. Following repairs she departed Halifax in Convoy HX27 on 13th March 1940, and within one day became a straggler, but by good fortune completed the voyage in due course. She successfully completed a further eastbound transatlantic voyage from Halifax departing 11th July 1940 in Convoy HX57 for Liverpool with a cargo of pig iron. Her next such eastbound voyage commenced with a departure from Halifax on 4th October 1940 in Convoy HX78 with a cargo of aircraft, steel billets and pig iron loaded earlier at New York and consigned to Leith, but due to further difficulties, she diverted to Sydney, Cape Breton Island for repairs. Some five days later she joined Convoy HX79 which had departed Halifax for Liverpool via Greenock during 8th October. During late evening on 19th October 1940 she was torpedoed and sunk by U46 in a position some 90 miles SW of Rockall. Her Master, 29 crew and one gunner were lost in the attack. 7 surviving crew members were picked up by Maclay & McIntyre's 5,086 grt steamer Induna and later landed at Methil on the Firth of Forth.

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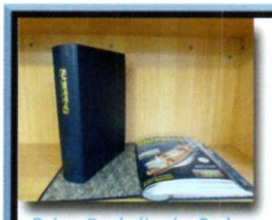

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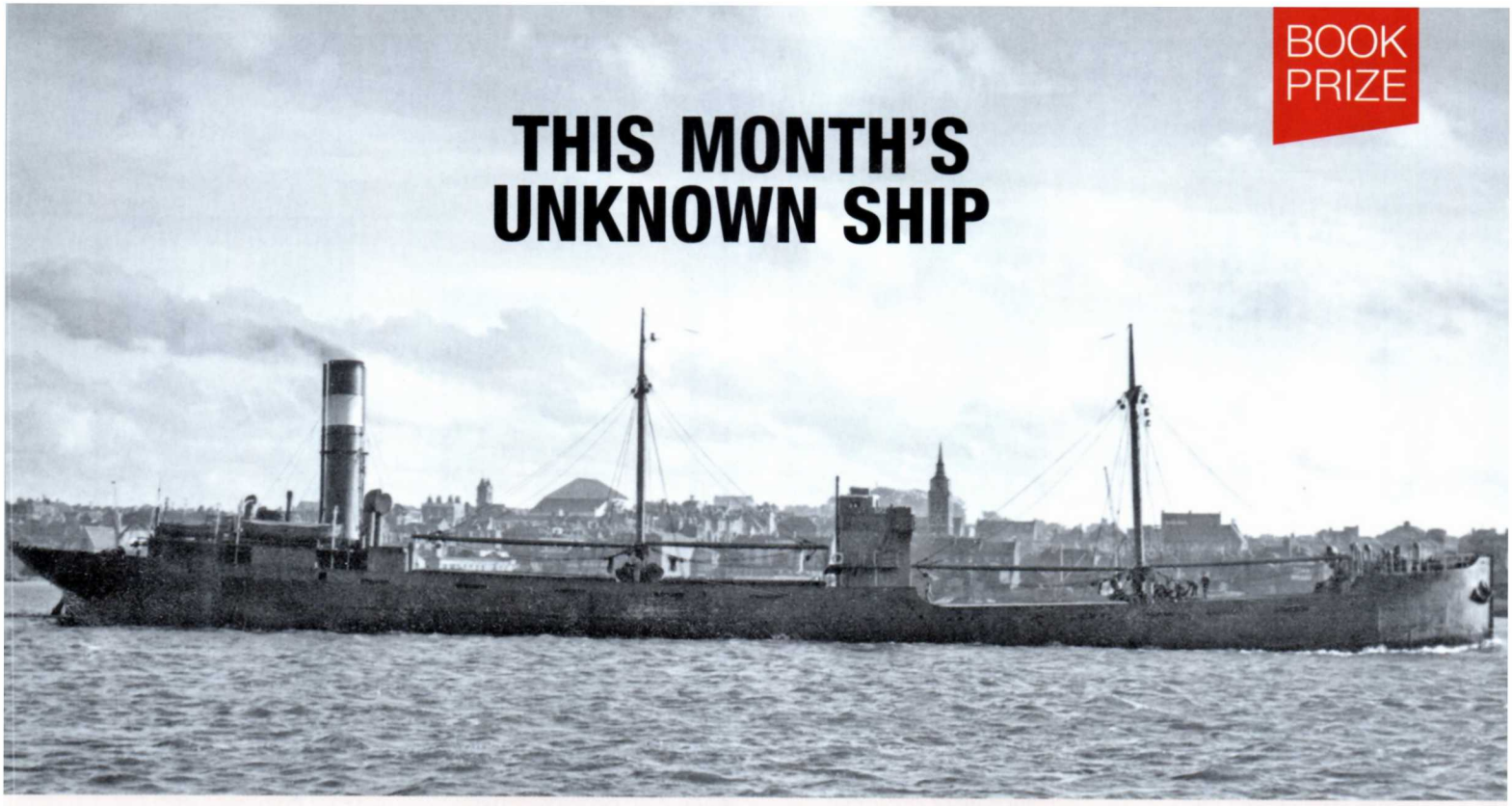
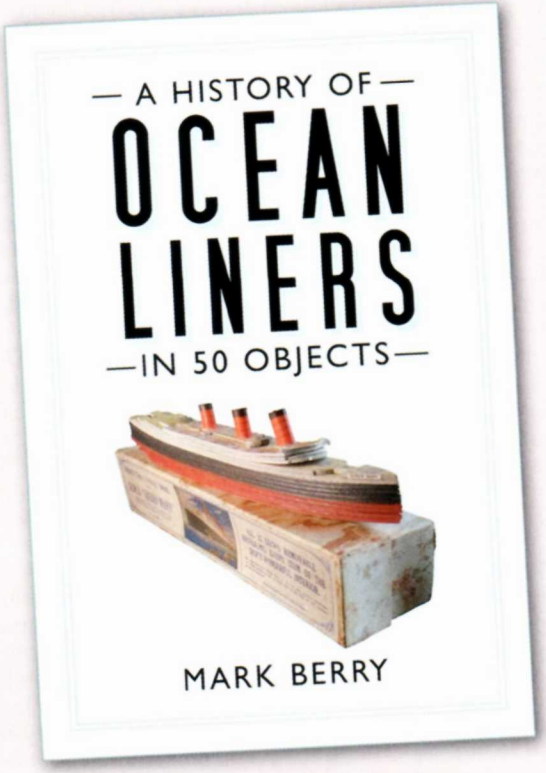
BOOK PRIZE

THIS MONTH'S UNKNOWN SHIP



CAN ANY READER IDENTIFY THIS VESSEL?

Win a book by Mark Berry



Readers have the chance to win a copy of the book, ***"A History of Ocean Liners in 50 Objects"*** by the well known maritime author, Mark Berry.

This book has been kindly donated by The History Press, 97 St George's Place, Cheltenham, Gloucestershire, GL50 3QB

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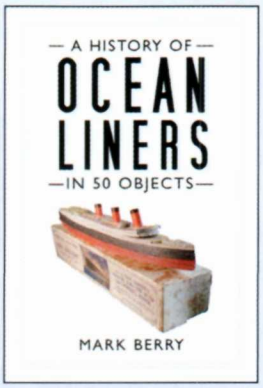
All you have to do is identify the mystery ship above. When the closing date arrives, a winner will be selected at random from all the correct answers received.

The identity of the ships in these photographs is known to the editor so there can be no dispute.

Please send your answers to: The Editor, Shipping Today & Yesterday, PO Box 1055, Alderney, Channel Islands GY9 3BL
or by e-mail: **editor@shippingtandy.com**
When replying by e-mail please ensure that your full postal address is included.
Closing date for entries is **10th May.** The details of the winning entry will be published in the July edition.
The winner of the March competition was **Peter Sommerville of Greenock.**
You can combine your answers with unknown ship answers or any other subject that you would like to raise with the editor.

BOOK REVIEWS



A HISTORY OF OCEAN LINERS IN 50 OBJECTS

by Mark Berry

This book explores the history of ocean liners through the objects that bring them to life. Liners represented the ambitions of their nations in peace and war, their design, interiors and fittings incorporated the finest contemporary technological and artistic features. In peacetime they carried celebrities, vacationers and emigrants, while in war they carried thousands of troops and then war brides seeking new lives.

A History of Ocean Liners in 50 Objects takes in evolving technology, supreme luxury and fine cuisine, as well as hardship and the burning hope for a better life.

There is peril, disaster and death, international pride and competition, glory and war. The objects tell a fascinating story, showing how the functional sea voyage has evolved from the late nineteenth and early twentieth century to the huge cruise industry we have today.

This is an interesting book detailing some of the great liners of all time in an unusual manner by selecting items of memorabilia from these ships to explain their style and their history.

I would highly recommend it to our readers.

Published by: The History Press, 97 St George's Place, Cheltenham, Gloucestershire, GL50 3QB
www.thehistorypress.co.uk
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Paperback: 234mm x 156mm, 240 pp illustrated
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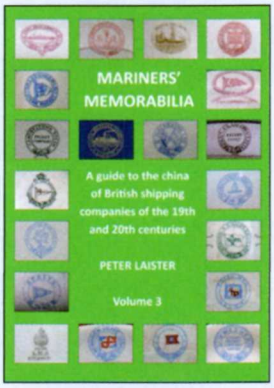
MARINERS'
MEMORABILIA
A guide to the china of British shipping companies of the 19th and 20th centuries
PETER LAISTER
Volume 3

MARINERS' MEMORABILIA

A Guide to the China of British Shipping Companies of the 19th and 20th centuries

by Peter Laister

This third volume of Peter Laister's work illustrates further examples of china and crockery used on board British merchant ships.

It gives brief historical details of the companies themselves, and the trades in which they were involved. Information about identifying patterns of china and details of the manufacturers are included.

It also covers the difficulty of identification of china that is only marked with a monogram, initials or a house flag.

A total of 48 companies are dealt with individually, and in total some 230 companies are mentioned in the comprehensive index.These companies traded to all parts of the world.

The book includes European and American companies.

This is an excellent book remembering the crockery used in some of our ferries and smaller ships. It is extremely well put together with high quality images of the items discussed.

I would very highly recommend it to our readers.

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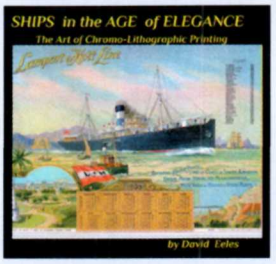

SHIPS IN THE AGE OF ELEGANCE

The Art of Chromo-Lithographic Printing

by David Eeles

Until the coming of the offset-litho printing presses in the early 20th century, chromo-lithography was the popular way of producing art for the masses.

The process of producing lithographic prints relied on using fine-grained limestone tablets. The irregular pores in the stone absorb the pigment and are then reproduced as tiny dots of colour on the print. A separate stone was used for each colour and the print went through the press separately for each stone. The main challenge was to keep the images aligned.

Applying a slightly acidic mixture of gum arabic effectively ensured the parts of the stone not waxed became water-resistant, so when the ink is applied, only the waxed areas will receive the pigment. The quality of the pigments used was so good that many of the prints look as vibrant today as they did when printed well over 100 years ago.

This is a beautiful book with the art brilliantly reproduced and accompanied by the history of the ships featured.

I would very highly recommend it to our readers.

Published by and available from: David Eeles, 54, Trumlands Road, Torquay, Devon TQ1 4RB
davideeles46@gmail.com
Paperback: 203mm x 240mm, 210 pp illustrated
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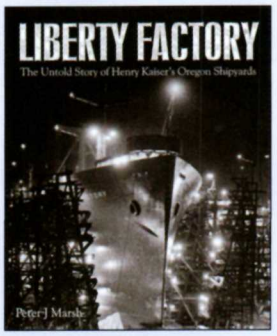

LIBERTY FACTORY

The untold story of Henry Kaiser's Oregon shipyards

by Peter J. Marsh

Crucial to winning WW2 was the 'Liberty ship', a simple freighter that could be built rapidly, combined with the untapped industrial potential of the USA that could build them in vast numbers. Undoubtedly the most important individual in the rapid expansion of US wartime shipyard capacity was Henry Kaiser, a man with no previous shipbuilding experience but an entrepreneur of vision and drive. This book tells the story of how he established huge new yards using novel mass-production techniques in the most surprising location – Oregon, one of the least industrially developed areas of the US and one without an existing pool of skilled labour to draw on.

In total Kaiser's Oregon yards built over 450 'Liberties' and the follow-on 'Victory ships', including one built in the record time of 10 days, as well as around 150 tankers, some 50 escort carriers and countless amphibious warfare ships.

This is a wonderfully well researched book with a comprehensive history of these shipyards. The book is backed up by 200 high quality images. I would very highly recommend it to our readers.

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www.seaforthpublishing.com
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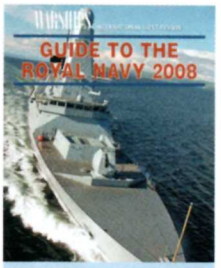

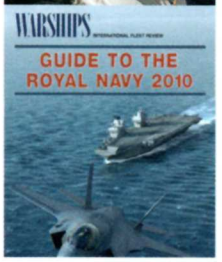

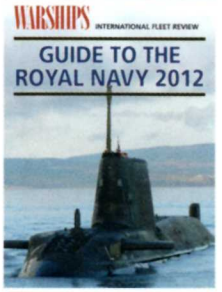

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INTERNATIONAL FLEET REVIEW

GUIDE TO THE ROYAL NAVY 2021

THE ESSENTIAL GUIDE TO THE UK'S NAVAL FORCES

The tenth edition of our popular profile of the Royal Navy, its equipment and global operations is due to be published later this year. The Guide to the Royal Navy 2021 will include assessments and analysis of the current British fleet.
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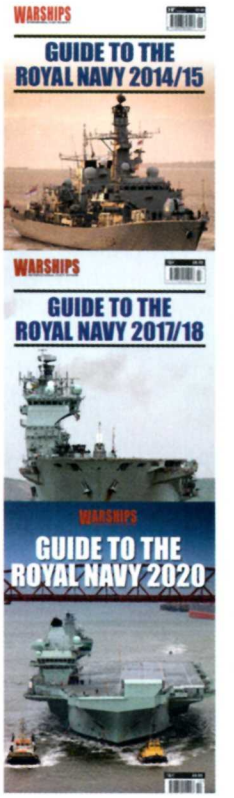

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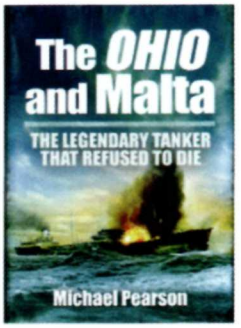
THE OHIO AND MALTA

An epic saga of the sea



By the summer of 1942 Malta, Britain's only Mediterranean base between Gibraltar in the west and Alexandria in the east, was close to surrender. The Pedestal convoy of August that year was literally the last chance. On entering the Mediterranean the convoy was subjected to ferocious air and submarine attack, and being the only tanker OHIO, carrying desperately needed oil supplies, was marked for particular attention. It was vital for the island's survival that OHIO should deliver her cargo.

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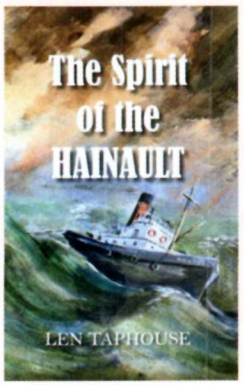

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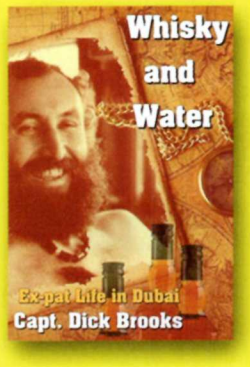
Whisky and Water



Please do read my book, 'Whisky and Water' by Capt Dick Brooks, published by Amazon on Kindle, code **B019G8YP0M** 'Ex-pat Life in Dubai'

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